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# A COMPARISON BETWEEN ACTUAL PARTS USAGE AND PARTS USAGE PROJECTED IN ALLOWANCE PARTS LISTS FOR FORKLIFT VEHICLES

Robert Richard Jordan

# NAVAL POSTGRADUATE SCHOOL Monterey, California



# THESIS

A COMPARISON BETWEEN ACTUAL PARTS USAGE AND PARTS USAGE PROJECTED IN ALLOWANCE PARTS LISTS FOR FORKLIFT VEHICLES

by

Robert Richard Jordan

June 1976

Thesis Advisor:

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# A Comparison Between Actual Parts Usage And Parts Usage Projected in Allowance Parts Lists for Forklift Vehicles

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Robert Richard Jordan Lieutenant Commander, United States Navy B.A., Duke University, 1965

Submitted in partial fulfillment of the requirements for the degree of

MASTER OF SCIENCE IN MANAGEMENT

from the

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#### ABSTRACT

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## I. INTRODUCTION

#### A. PURPOSE OF RESEARCH

For a number of years the author was stationed at activities at which he was a principal benefactor of the materials handling capabilities of forklift vehicles and for which equipments he was responsible for the repair parts support. Invariably the author experienced difficulties and frustrations of varying degrees in attempting to establish an optimal forklift repair parts support position locally and, it seemed, the allowance parts lists were either nonexistent or not very helpful in the particular situation. Harking back to these earlier experiences, the author set about this research effort to learn for himself what it was about the allowance parts lists that had not lived up to his expectations. Now, removed from the personal and professional attachment to a group of sometimes marvelous, sometimes cantankerous machines, the author has attempted to objectively evaluate his hypothesis that the forklift allowance parts lists are not what they should be in terms of accuracy and reliability as a support planning document. The author admits to having entered this study with considerable bias, much of which has been dispelled as a result of this effort, but the author believes that his research has unearthed the possibility that allowance parts lists for forklifts could be substantially improved by the inclusion of the variable of operating hours in parts usage projections.

#### B. BACKGROUND

It was not until World War II, when the U.S. Navy used fork-lift trucks to perform prodigious feats of loading and unloading battle cargo, that U.S. industry woke up to the fact that it had been squandering its manpower by doing most of its lifting by hand /17.

The U.S. Navy continues to accomplish staggering volumes of material handling with its extensive inventory of forklift vehicles as do also the other military services. By virtue of its unique combination of mobility and lift capability, the forklift vehicle in its varied forms provides an extensively adaptable capability possessed by no other form of materials handling equipment. The flexibility of the forklift makes it the single most vital equipment in our general cargo handling endeavors both ashore and afloat, and our reliance upon it is unlikely to diminish for so long as U.S. foreign policy and military strategy dictate the operation of large military installations abroad, the continuous deployment of U.S. Navy vessels on all the oceans of the world, and the massive support installations necessitated within the United States. In essence, for so long as the United States maintains the capability and readiness for waging a prolonged war involving less than nuclear obliteration, it will require the on-going maintenance of a farflung logistics effort of tremendous magnitude to make this strategic alternative a credible reality. Such a logistics effort is and will continue to be largely facilitated by the versatile forklift.

The author served for eighteen months in Danang, Vietnam, during 1968-1969 during which time his duties involved extensive reliance on forklift vehicles as well as intensive efforts to develop local stocks of repair parts in support of a variety of types of forklifts. In the latter effort, the author experienced numerous frustrations which, although usually met with plausible explanations, nonetheless left this writer with a vague sense of inadequacy in some aspects of repair parts provisioning for forklift vehicles. The author has subsequently mellowed in his assessment of the causes of the forklift repair parts deficiencies at that time, and he is now more conscious of the severe environmental conditions present, the abusive equipment operating practices, and the uniqueness of the Vietnam War itself which rendered past repair parts usage data largely inapplicable. Nonetheless, the author's curiosity about the adequacy of such repair parts planning has persisted and has led to this research effort.

Logically, or so it would seem, the proper starting point for such a research effort should begin with the identification of an activity having a significant population of forklift vehicles, the identification of those vehicles, and the identification of the applicable allowance parts lists.

The Naval Supply Center (NSC), Oakland, California, provided a seemingly perfect place to conduct such an analysis in that a large number of forklift vehicles were in use there, thus minimizing the probabilities of a single machine having such

extreme parts requirements that it would skew all the parts utilization data for all equipments from a normal pattern. As will be seen later, however, the large numbers of fork-lifts posed a different problem in that there undeniably exists an abnormally low annual operating rate on the average per equipment which manifests itself in the form of low parts usage rates. Although this pattern was not recognized initially, upon becoming aware of this low parts usage rate, the author elected to continue his research in the belief that over-provisioning in a low parts utilization situation is as economically inefficient as under-provisioning is ineffective in a situation of high parts utilization; hence, the author believed that whatever his findings, there existed the potential of revealing some information of use.

Having identified the activity and its forklift equipments, the author embarked upon an effort to identify the applicable allowance parts lists (APL's). In this effort the author was invaluably assisted by the Navy Ships Parts Control Center (SPCC), Mechanicsburg, Pennsylvania, the Navy activity cognizant over the preparation of allowance parts lists for all such material handling equipments (MHE). Personnel at SPCC conducted an interrogation of their computer data bank by respective USN identification number of all 421 forklifts on the NSC Oakland MHE allowance. The output of this interrogation revealed that a total of 130 of the forklifts were specifically covered by 18 different allowance parts lists, the remaining 291 forklifts on the NSC Oakland allowance having never had APL's developed in their support.

The revelation that less than one-third of the forklifts on the NSC Oakland allowance had been provided with a formal support document prompted the author to inquire into the policy, if a policy indeed existed, concerning the preparation of APL's for MHE assets. Conversations with knowledgeable individuals at both the Naval Supply Systems Command (NAVSUP) and at SPCC indicated that whereas there had always been a consistent policy of preparing APL's for forklifts employed aboard ship and at overseas activities, the same had not been true of MHE assigned to U.S. shore installations. The explanation for the sporadic preparation of APL's for shore-based MHE was twofold: (1) there has existed a communication and/or coordination problem such that much of the MHE formerly procured by the Defense Supply Agency (DSA) was not always referred to SPCC for APL development whereas most MHE purchased by or authorized for purchase by NAVSUP was so referred; and (2) there has existed the belief that U.S. shore activities could and would find it advantageous to obtain much of their MHE repair part requirements from local commercial sources. This situation has prevailed until slightly more than two years prior to this writing. Although there appears to have been no new policy statement formally generated, there does presently exist the tacit understanding that APL's will be prepared for all MHE acquired for U.S. Navy use ashore or afloat provided such acquisitions are

communicated to SPCC for action. Just how this communication is to take place is not clear to the author as he was unable to ascertain whether or not any channels or procedures had been established to facilitate this crucial first step.

Nonetheless, the intent appears to be directed toward increased development of APL's for MHE.

The origin of APL parts usage projections for forklifts is interesting, if not sophisticated. Essentially, the burden for determining which repair parts and in what quantities to include in the APL's resides with the contractor from whom the forklifts are purchased. The contractor submits an estimate of ninety days parts usage as an initial outfitting of repair parts in support of the equipment he is supplying. This list is reviewed by NAVSUP with consideration being given both to the adequacy of the outfitting and also to the financial implications inherent in such support documents. This edited outfitting list is passed to SPCC in the form of a lead allowance parts list from which an APL is developed.

In the author's opinion, the significant weakness in this procedure of APL development lies not in the procedure itself, but rather upon the ninety day endurance criteria upon which the APL's are based. It would appear that the customary ninety day time frame has been invoked for use in conjunction with MHE as it is in most other Navy-owned equipments for which APL's are developed.

In this paper the author expects to demonstrate the inseparable relationship between equipment operating hours

and requirements for repair parts on forklifts such that creation of a repair parts allowance support document based solely on a ninety day endurance level but without regard to the variable of operating hours can result in less than optimal inventory and inventory funds management. It is the author's belief that there exists a high degree of correlation between repair parts usage, especially those parts normally replaced during periodic preventive maintenance actions, and equipment operating hours. Indeed, there would appear to be considerable support for this line of reasoning both among the major manufacturers of forklifts as well as among various Navy commands cognizant over some aspect of forklift reporting and accounting. In the first instance, many, if not all, forklift manufacturers prescribe in their parts and service manuals certain periodic maintenance actions to be performed on the equipments and the intervals between these maintenance actions are usually specified in terms of operating hours. Secondly, the Naval Supply Systems Command seems to support this position in NAVSUP Instruction 10490.32 from which the following excerpt is taken:

Each activity must establish a preventive maintenance program, appropriate for local operating conditions, which will encompass . . . a planned program of periodic inspections and maintenance based on actual vehicle or equipment operation as measured by an equipment mounted recorder . . . . 27

In addition, this instruction continues its use of operating hours as a measure of equipment wear by providing a table containing the projected maximum economical utilization of MHE in terms of years which are in turn equated to cumulative operating hours per equipment and yield an expected life based on twelve hundred hours of operation per year. The Navy Comptroller (NAVCOMPT) would appear to substantiate these equipment life expectancies in that NAVCOMPT guidelines for computation of equipment depreciation, when such is appropriate, cite the same number of years over which to charge the depreciation as the years provided by NAVSUP in defining maximum economical utilization of MHE 237.

One further instance of Navy use of operating hours to gauge the degree of equipment utilization is provided by SPCC in its instructions to activities having MHE with regard to the submission of data to SPCC in the Annual Report of Materials Handling Equipment. At the end of each calendar year, activities having MHE report the actual cumulative operating hours for each equipment and, for the year just completed, report the actual operating hours for the year as a percentage of two thousand operating hours  $\boxed{47}$ .

The author has dealt at length with the matter of operating hours as a measure of equipment use and wear because they will be used later in the development of the comparison between actual repair parts usage and APL projected parts usage. What matters is that there is formal recognition given to operating hours in certain reporting requirements on

equipment usage, although applied standards of operating hour-years vary from 1200 to 2000 hours, depending on the command involved.

#### C. SOURCES OF DATA UTILIZED

# 1. Repair Parts Usage Data.

The forklifts and other automotive assets belonging to NSC Oakland receive their maintenance from the transportation maintenance section of the Public Works Center (PWC), San Francisco Bay Area, Oakland, California. While the PWC headquarters are located at nearby Oakland Army Base, the PWC transportation maintenance section is situated within the confines of NSC in a building shared with the Supply Center's Labor and Equipment Division under whose cognizance NSC's MHE falls. The author drew upon the retained records of the PWC transportation maintenance section to collect the actual repair parts usage data experienced by NSC Oakland's forklifts during 1975. The records were of two types depending on the nature of the transaction involved. The first set of records consisted of Material Requirements/ Issue Documents (NAVFAC Form 9-11014/8) which contained history data for all parts ordered from commercial sources under the purchasing authority of various Blanket Purchase Agreements (BPA's). The second set of records consisted of Material Issue Lists (12ND PWC Form 7323/1) which reflected those items issued over the counter from the PWC transportation maintenance section shops store. The shops store carries an inventory of approximately 2000 line items of various

automotive components and is stocked using Navy Industrial Funds (NIF). The items carried in inventory by the shops store are both standard and non-standard stock items, that is, they have been obtained from both the Navy Supply System and commercial sources and therefore are identified to National Stock Numbers (NSN's) and local stock numbers respectively. To permit identification of the method of supplying the parts requirements at the time they were generated, use of an "I" for shops store issues and use of an "O" for BPA order actions is indicated throughout the appendices under the "Act" (Action) column.

Both the Material Requirements/Issue Document (MRI) and the Material Issue List (MIL) call for the use of both the accounting job order number to be charged and the equipment USN number for which the requirement is being obtained. By and large, these two pieces of information were present on the documents even though throughout Fiscal Year 1975 either piece of information would suffice to identify the equipment for which the part was being sought. This was true because each USN numbered equipment was also given a unique accounting job order number. Commencing with Fiscal Year 1976, however, job order numbers were assigned only for each equipment cost code as defined by NAVCOMPT. Consequently, in the few instances when USN numbers were not annotated on the MRI's and MIL's, it was impossible to assign the required part to a specific equipment and, hence, the data was discarded.

The author relied largely on the julian dates of the transactions to ascertain whether or not the parts usage data was rightfully to be included among the data generated during the year 1975. Nonetheless, requirements generated early in 1975 and early in 1976 were reviewed by Shop Repair Order numbers (SRO numbers) to ascertain whether or not the requirement was associated with an equipment maintenance action which had commenced in one year and had carried over into the following year. Those items ordered early in 1975 for equipments on which maintenance had commenced in late 1974 were excluded from the parts usage data and, by the same token, those items ordered early in 1976 for equipments on which maintenance had commenced in late 1975 were included in the parts usage data. This policy was employed based on the reasoning that more important than the date of actual material ordering was the date in which the parts failures had caused the equipment to be brought into the shop for maintenance and repair.

Following his collection and organization of the parts usage data, the author screened all items having National Stock Numbers against a current Navy Management Data List in order to identify and rectify possible transposition errors which had occurred in his data recording process or which had been entered incorrectly on the original order documents. Subsequently, for those equipments having assigned APL's, the author attempted to cross to National Stock Numbers all requirements having only part number identification.

# 2. Forklift Identification and Operating Data.

The author relied on the DOD Property Records (DD Form 1342) contained in the equipment history jackets for specific identification of the make, model, year, capacity, and manufacturer of the NSC Oakland forklifts. The information was then compared with the manufacturer, year of manufacture, and capacity indicated in the Annual Report of Materials Handling Equipment generated by SPCC. Discrepancies were resolved in favor of the data contained in the SPCC report as this information had been provided by the contractor who supplied the equipment to the Navy. All but the year of manufacture is indicated in the appendices and a key to the manufacturer and model codes can be found immediately prior to Appendix A.

The operating hours of each forklift were derived by taking the difference between the cumulative operating hours reported on the Annual Report of Materials Handling Equipment at the end of 1975 and the figure reported the previous year.

As indicated previously, identification of the applicable APL's was accomplished through individual equipment USN number interrogation of SPCC's data bank. In that all the forklift APL's are identified to nine digit numbers commencing with "95000," the last four digits are significant in distinguishing between APL's. These four digits appear in the appendices when applicable and indicate those parts requirements generated by forklift vehicles governed by a particular APL.

# II. SCOPE OF THE DATA

Equipments included in the study consists of the 421 forklifts which comprise the NSC Oakland allowance for such vehicles. Although the PWC transportation maintenance section performs maintenance on forklifts belonging to activities other than NSC, the author chose to limit his research to the NSC assets both because there appeared to be more than enough parts usage data to support a study of this nature and because other data such as equipment operating hours was known to be available.

of the 421 forklifts considered, 130 of them have APL's assigned. Within this group of 130 vehicles, parts usage data was generated by 115 equipments during 1975. Among the 15 vehicles experiencing no repair parts requirements were all 5 vehicles for which APL 950004230 is applicable, all 4 vehicles for which APL 950002612 is applicable, and the single vehicle for which APL 950004202 is applicable. Collectively, these 10 forklifts accumulated 3,209 hours of operating without a parts replacement being necessitated. The remaining 115 forklifts provisioned by 15 APL's generated 1,244 demands for 386 line items while operating a total of 61,482 hours during 1975. The 130 forklifts averaged 497.6 hours of operation for the year.

The 291 forklifts on the NSC Oakland allowance not supported by APL's logged 115,237 hours of operation during 1975 for an average of 396.0 hours per equipment. Repair parts were required by 245 of these vehicles during the year, the remaining 46 forklifts having no parts replacement actions during that time. A total of 2,831 parts demands encompassing 916 line items were generated by the 245 vehicles.

Collectively, then, the 421 forklifts operated a total of 179,928 hours for an average of 427.4 hours per vehicle. Had the same number of forklifts operated at the NAVSUP standard level of 1200 hours per year, they would have logged 505,200 total hours; at SPCC's standard of 2000 operating hours per year, they would have amassed 842,000 total hours. Relative to these two operating standards, therefore, the NSC Oakland forklifts were utilized at 35.6 percent and 21.4 percent capacity, respectively.

One cannot state that the level of utilization of NSC Oakland's forklifts is indicative of excess capacity based solely on the undeniably low percentage of utilization when compared with NAVSUP and SPCC standard operating hour-years. To do so would not give adequate recognition to the immensity of the physical facility of NSC Oakland and the necessary dispersion of forklifts about that installation at various working areas, some of which undoubtedly have small but repetitive requirements for the services of forklifts.

Nonetheless, an excess forklift capability is evident and to rectify that situation NSC Oakland has requested disposition instructions for 45 forklifts.

The author cannot leave the subject of standard operating hour-years without attempting to place these standards in perspective relative to NSC Oakland. Subsequent to the withdrawal of the United States and its involvement in Southeast Asia, the Naval Supply Center Oakland experienced a substantial tapering off of business levels. Hence, the resultant excess forklift capability and the associated low usage rates of the assets. Presently, NSC Oakland operates a single shift, forty hour week in most of its functional areas with a minimal number of employees working a swing shift in a few areas. Use of forklifts by this swing shift is so insignificant as to not warrant consideration in a discussion of the operating hours performed by MHE assets at that activity. This being the case, the SPCC standard operating hour-year of 2000 hours appears unrealistically high in that it implies continuous operation of each equipment throughout the entire eight-hour workday each and every day of the workweek for the entire year. On the other hand, the NAVSUP standard operating hour-year of 1200 hours appears to be reasonably achievable at an activity such as NSC Oakland at which a single shift is the rule. In this case, a forklift would need to operate an average of 4.8 hours out of every eight-hour workday to accumulate 1200 hours of operation per year. No doubt there is some quantity of forklifts which would average operating at this rate at NSC Oakland were the volume of material handling to remain reasonably constant. It is not the intent of this paper to

propose that such a forklift population be determined and then implemented; rather, it is the author's intention to suggest a reasonable standard of operating hours against which normal equipment wear might be correlated with repair parts usage. It would appear that the NAVSUP standard operating hour-year would possibly meet this objective reasonably well.

# III. PRESENTATION OF DATA

### A. METHOD OF COMPARISON OF USAGE DATA AND APL PROJECTIONS

Using a manual review method, the author attempted to equate each and every item of actual parts usage data to a corresponding part in the APL. The author makes no claim to expertise as a forklift mechanic, yet he does possess a working familiarity with automotive mechanical systems in vehicles having internal combustion engines. In those instances where the author possessed certain knowledge of the system within which a specific repair part would logically be included in the APL, he reviewed that accessory APL first. Locating the corresponding item or an interchangeable item therein (the author's policy of ascribing interchangeability will be described shortly), the author concluded his effort to find a match for the repair part in question. Failure to find a match in one accessory APL led to a search of all the accessory APL's, if necessary, until a match was determined to exist or not to exist. Although tedious, this screening procedure was exhaustively conducted for every item of actual usage data for a given APL, the writer reviewing both the primary identification numbers in the APL's and also the multi-reference numbers in an effort to find a match. the event that the item of usage data had no match in the

APL, the author then determined within which system the demand should be reflected, if it was within his scope of knowledge to do so. Certain items of a general nature such as gaskets and ball bearings which were not specifically found in the APL almost consistently defied assignment to a specific system and hence were recorded as demands for items not allowed by the APL but not charged to a specific system of the equipment.

The author attempted to ascribe as much of the actual parts usage data to a corresponding item allowed by the APL as he possibly could. To achieve this goal, the author took the liberty of ascribing interchangeability by edict when the items were known to him to be like items even though such interchangeability might not be technically correct or formally recognized as such. The author relied on commonality in nomenclature, and group and class designations to assist him in this endeavor. In addition, he utilized the descriptive technical data contained in the Federal Supply Catalogue series to verify the similarity between the allowance listed item and the item being considered as a candidate for interchangeability. The author elected to pursue a conservative policy in ascribing interchangeability, however, in the belief that it was preferable to err on the low side than the opposite, but there were some items such as spark plugs which were virtually automatically assumed as interchangeable because of the distinctly unique nature of the item in any given equipment.

Because of the low hourly operating level experienced by NSC Oakland forklifts, the actual parts demand data typically falls far short of the suggested quantities indicated in the appropriate column of the APL. In many cases, the entire year's demand for a given item falls short of the quantity projected for a ninety day enduarance level. To facilitate the production of a meaningful comparison, therefore, the author has utilized three perspectives from which to analyze the data generated by the particular forklifts specifically supported by each of the fifteen APL's.

The first perspective involves a simple line item comparison between the parts actually required by the equipments and those parts allowed by the respective accessory APL's. The author has interpreted the term "allowed" with respect to those items listed in the APL's as only those items having a positive quantity indicated in the appropriate column for the given population of the equipment; hence, those items listed but having no quantity or a zero quantity indicated have been excluded from consideration as "allowed." Part I of Tables II through XVI under the caption "Line Item Correlation Between Usage Data and Accessory APL's" deals with this perspective and makes the following comparisons:

(1) Against the number of line items allowed in each accessory APL is compared the number of line items which were actually demanded and which have identical stock number (prime number) identification with those items appearing in

the accessory APL; the percentage relationship for this comparison is also shown. This same relationship is indicated showing what percentage of the entire APL allowed line items was demanded on an identical item basis.

- (2) The number of substitute or interchangeable line items (substitute allowed line items consisting of those found among the multi-reference numbers and those defined as interchangeable by the author in the manner previously described) demanded within each accessory APL is indicated, and the total number of such substitute line item demands is given for the entire APL.
- accessory APL is compared the combined number of identical and substitute line items demanded. (Note that the number of identical allowed line items demanded and the number of substitute line items demanded does not necessarily sum to equal the total APL allowed line items demanded because of instances where the prime number and a substitute number or more than one substitute number was used to obtain the same item on differing occasions.) In addition, the total number of accessory APL allowed line items demanded is expressed as a percentage of the number of line items allowed within each accessory APL. This same relationship is also indicated collectively for the accessory APL's giving the total number of APL allowed line items demanded from among the allowed line items comprising the entire APL.

demand within each accessory APL is indicated for the respective accessory APL's as well as a collective total of these figures for the entire APL. The non APL allowed line items demanded consist of those items believed by the author not to have been listed in the APL and for which demand was generated. In the case of the majority of the line items categorized as not APL allowed the author has no doubt but that this is indeed accurate, but because of his conservative approach to ascribing interchangeability there exists the possibility that some of these items could have been correctly considered as substitute items for those indicated in the APL.

Although admittedly somewhat tenuous in terms of assumptions made, the second perspective makes comparisons between the APL allowed quantities and manipulated quantities of those allowed line items actually demanded. The process utilized in the manipulation of actual quantities demanded involves smoothing of the actual demand over the period of the year by taking the total quantity of the line item demanded during the year and dividing that quantity by four with no regard whatsoever being given to the dates and quantities involved in the individual transactions comprising the total year's demand for any given line item. This quartering of the annual demand permits a ready comparison with the APL allowed quantities by placing both the APL

quantity and the demanded quantity within a common, ninety day time interval. This smoothed demand data is then compared with the APL allowed quantities on three levels. The first level is a direct comparison between the smoothed quantity demanded and the APL allowed quantity, the results being expressed in terms of the smoothed quantity demanded being either less than or greater than or equal to the APL allowed quantity. By virtue of the fact that the smoothed quantity demanded was derived from actual annual quantities demanded, this smoothed quantity is likewise based upon the actual operating hours performed by the equipments which generated the demand data.

To perform the second and third levels of this comparison, the actual equipment operating hours have been averaged among the equipments comprising the population governed by the specific APL. This average operating hour figure is then related to the NAVSUP standard of 1200 operating hours per year and the SPCC standard of 2000 operating hours per year by expressing these relationships as the ratios between 1200 operating hours per year and the actual averaged operating hours for the year and likewise between 2000 operating hours per year and the actual averaged operating hours. The smoothed quantity of the line items demanded is then multiplied by these ratios, the products again being compared to the APL allowed quantity and the results of the comparison again being presented as the smoothed quantity demanded (accelerated by the respective

ratios) being either less than or greater than or equal to the APL allowed quantity for each line item.

Perhaps an example would best serve to clarify the process just described. Suppose the APL allowed quantity for a given line item is 1 (understand, of course, that this is a ninety day endurance quantity of that item). Suppose that this particular line item is demanded twice during the year by two of the six forklifts supported by the APL involved, each demand being for 1 each, the total demand for the year for the item thus being 2. Further suppose that the six forklifts operated a total of 2,400 hours during the year thus averaging 400 operating hours per equipment. Smoothing of the year's total demand of 2 yields a quarterly quantity demanded of .5, a quantity which is based on the actual operating hours performed by the six forklifts. When compared to the APL allowed quantity on the first level, .5 is seen to be less than the allowance quantity of 1 and is thus recorded as such. On the second level, however, the NAVSUP standard equipment operating year of 1200 hours is found to be a ratio of 3 times the actual equipment operating hour average of 400 hours. Multiplying the smoothed demanded quantity of .5 by the ratio of 3 yields a projected smoothed demanded quantity of 1.5 which, when compared to the APL allowed quantity of 1, is reported as greater than the APL allowed quantity. Likewise, on the third level the SPCC standard equipment operating year of 2000 hours yields a ratio of

5 times the actual equipment operating hour average of 400 hours. When this ratio of 5 is multiplied by the smoothed demanded quantity of .5, the resulting product of 2.5 is again seen to be greater than the APL allowed quantity of 1 and is thus reported as such.

The second perspective, therefore, can be seen to be an extrapolation of the actual line item demanded quantity with operating hours treated as an independent variable and with quantity demanded as a dependent variable behaving in a proportionate manner with respect to increases in operating hours. The author acknowledges the tenuous nature of the assumption underlying projections of this sort because it is probably unreasonable to expect demand data to accrue in such predictable increments. Nonetheless, it would be illogical to deny that parts usage incurred in a lesser timeframe would normally show increases in quantities over a greater timeframe (ultimately, of course, for some given period of time all parts could be expected to incur sufficient wear to require replacement). In view of the undeniable relationship between time and parts usage, therefore, the author deems the projections of quantities demanded as a function of time (operating hours) to be warranted even if there exists a known risk of imprecision in the results. These projections are presented in Part II to Tables II through XVI under the caption "Projected Effect of Increased OP Hours on APL Allowed Line Items Demanded Qty."

Before leaving the subject of the perspective two analysis, two comments appear to be in order. First, the author acknowledges that it is highly probable that some, perhaps many, of those line items which experienced no demands during the shorter timeframe consisting of the actual equipment operating hours would experience some level of demands over a greater timeframe such as the time represented by the 1200 or 2000 hour operating standards. The absence of any demands for these items over the short run, however, obscured any potential demand pattern over the long run and, hence, the demand for these items was arbitrarily held to zero in the projections made. This arbitrariness on the part of the author will hopefully not trouble the reader, for it is the author's intention merely to establish a relationship between time (operating hours) and quantities demanded, not to prescribe suggested allowance quantities for each and every APL line item based on this work.

The second comment which the author wishes to make concerns the inherent pitfalls associated with smoothing the quantity demanded in the manner indicated. The author does not wish to diminish the importance of the relationship between frequency of demands and quantities demanded. To do so would be to ignore the fact that many maintenance actions, at whatever intervals they occur, typically require a multiple quantity of a particular part or parts on a single occasion. An engine tune-up is one such example in which all four or all six (depending on engine size) spark plugs are typically

replaced. An overhaul of an internal combustion engine is another case in point wherein all four or all six pistons and associated parts are frequently replaced at one time. By and large, the various APL's seem to take this multiple quantity requirement into account for most such items, at least so it appears as judged from the standpoint of the actual demand data matched against such APL allowed items. One striking example exists, however, wherein the APL's typically do not take into account the pattern of multiple quantity requirements for an item on a single occasion. This situation is frequently found in APL allowed quantities for tires, especially when the indicated allowance quantity governs a small population of equipments. Usually the APL allowance quantity in such situations is indicated as one, but the actual demand data for tires shows that a quantity of two is usually ordered on any given occasion. This pattern prevails not only because the tires on the front or the rear of the vehicle wear out at approximately the same rate, but also because to mount a new tire on one end of an axle while retaining a substantially worn tire on the other end can create vehicle steering problems, as well as posing potential difficulties in load-balancing and causing undue stress damage to the axle.

The author has cited the foregoing examples as an indication of his awareness of such multiple quantity requirements and their importance. Nonetheless, because of the extremely small quantities demanded and the infrequency of

the repair parts demands generated by the forklifts at NSC Oakland, smoothing of quantities demanded presented itself to the author as the method yielding the most meaningful basis for comparison of actual demand data and allowance quantities. When evaluated over any increment of ninety days, actual demands for most line items almost never resulted in quantities demanded which consistently approached or exceeded the APL indicated allowance quantities, tires being the single notable exception to this situation. True, other line items either through a single demand for an exceptionally large quantity or through an occasional density of demands within a short period of time sporadically exceeded the APL allowed quantities but no recurring pattern was evident in these instances. In addition to the desirable element of a consistent pattern obtainable through smoothing of quantities demanded, this technique has the additional advantage of being easily equated to a measure of time and operating hours. For this reason the author has pursued the use of this method in spite of the inherent failure of this practice to give adequate recognition to items typically ordered in multiple quantities for a single application.

The third perspective is possibly the most revealing of all. The author has smoothed the actual demand data pattern as before for comparison with the ninety day quantities provided by the APL. From this smoothed quantity demanded, the author has evaluated the significance of the difference between the APL allowed quantity and the averaged demand data

quantity. The criteria used to determine the significance of the difference is a product of the author's judgement and is flexible in that it consists of no rigid percentage in the smaller quantity range. This flexible criteria was necessitated by the overwhelming number of APL allowance quantities being one or two units of any given items such that had a significance in difference been defined in terms of a fixed percentage, the criteria would either have been unacceptably tolerant of large differences among those allowance items having substantial quantities allowed or else the criteria would have been unacceptably intolerant of increments of one unit differences between demands and allowance quantities where the latter were small. Only at the point where the allowance quantity is 16 or greater do the criteria for determining the significance of the difference settle into a pattern of plus or minus 25 per cent. The resulting criteria for defining a significant difference between demanded quantities and APL allowed quantities are depicted in Table I and the line items having differences thus defined are listed in Part III of Tables II through XVI.

#### B. COMPARISON OF USAGE DATA AND APL'S

Comparison of the actual repair parts demand data and the APL parts projections has been summarized in Tables II through XVI and, it is believed, will require little elaboration although familiarity with the methods employed in making the comparisons (as described in the preceding section) will

TABLE I

#### CRITERIA FOR DETERMINING SIGNIFICANT DIFFERENCES BETWEEN QUANTITIES DEMANDED AND APL ALLOWED QUANTITIES

Differences between the quantity of a line item demanded and the quantity of that item allowed by the APL will be treated as being significant if:

APL QTY is	and QTY	Demanded	is≤		or ≥
0 1 2 3 4 5 6 7 8 9 10 11 12 14 15 18 19 20 21 24 30 35 38 40 48 60 70 90 140 150 350 350 350 350 350 360 360 360 360 360 360 360 360 360 36				 0122344567811123456827806527522	2 3 4 5 6 8 9 0 2 3 4 5 6 8 9 0 2 1 1 1 1 1 1 1 2 2 2 2 2 3 3 4 4 5 6 7 8 8 1 1 7 8 8 1 1 8 8 4 3 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1

TABLE II

(REFER TO APPENDIX A FOR ACTUAL REPAIR PARTS DEMAND DATA)

	AVG OP HOURS PER EQUIPMENT: 156.5	RY APL'S	TOTAL APL NON APL ALLOWED ALLOWED ALLOWED LINE ITEMS LINE ITEMS DEMANDED	1/ 05 0 1/ 25 0 3/ 50 0 0 0 0 1/ 09 1/ 25 0 0 0 0 0 0 0 0 0 0 0 0 0	9 90 /2
	AVG OP HOURS	DATA AND ACCESSORY APL'S	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	000000000000000000000000000000000000000	4
7928, 13-97929		ON BETWEEN USAGE	APL ALLOWED LINE ITEMS DEMANDED/%	1/ 05 0 1/ 25 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	4/03
INVOLVED: 13-9792	EQUIPMENTS: 2	ITEM CORRELATION	SYS NAME; APL ALLOWED LINE ITEMS	ENGINE: 21 CLUTCH: 4 FUEL: 4 EXHAUST: 2 COOLING: 2 COOLING: 7 ELECT: 6 TRANSM: 5 PWR TRANS: 5 PROP SHAFT: 2 FRT AXL: 11 REAR AXL: 11 REAR AXL: 11 REAR AXL: 0 BRAKE: 5 WHEEL: 5 HYDRAUL: 27 GAGE: 4 UNKNOWN:	TOTALS: 123
EQUIPMENTS IN	TOTAL NUMBER EQUIPMENTS	PART I. LINE	ACCESS APL NR	950011740 950051740 950051740 950071740 950081740 950181740 950181740 950181740 950181740 950181740 950181740 950181740	

TABLE II (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

SUB NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QTY	0 N N
NK OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO= 7.67) 2  BASED ON 2000 OP HOUR YR (RATIO=12.78) 2

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

	QTY DEMANDED	0	0	0	0	0	0	0	0	0	٠. ہی	0	. 25	0	0	3.5	0	0
1	APL QTY	2	3	2	2	2	2	12	12	$\mathcal{C}$	20	2	6	4	2	12	2	2
	PART NR OR STOCK NR	00-92	2805-00-718-3957	2805-00-084-3699	2805-00-908-6918	2805-00-906-2201	-00	2805-00-927-0080	2805-00-752-0158	2805-00-997-9830	-00-0	2815-00-288-4869	2910-00-652-4446	4730-00-965-6449	4720-00-908-7135	20-00-54	3030-00-528-6794	2520-00-702-4578
1 . Pyr. 2	NOMEN	BEARING UNIT-R MN	VALVE-PPT ENG	SPRING-VI	PUSH ROD	ROCKER ARM	BEARING UNIT-MN	BEARING UNIT-CONROD	SEAL-INL	ROTOR-EXH VL	ELEMENT-FLTR	LOCK-VL STEM	ELEMENT-FLTR	CLAMP	HOSE	SPARK PLUG	BELT-V	JOINT-UNIV

PART III. (CONTINUED)

QTY DEMANDED  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
APL QTY  4 4  2 2  2 2  2 2  2 2  2 3  3 4  4 4  5 5  6 7  7 7  8 7  8 7  8 7  8 7  8 7  8 7	
PART NR OR STOCK NR 2520-00-064-6989 2530-00-779-1734 2530-00-983-2839 2520-00-064-6961 3930-00-064-7011 3930-00-064-7011 3930-00-658-5035 5330-00-658-5035 5330-00-658-5035 5330-00-658-5035 3930-00-658-5035 3930-00-658-7016 3930-00-591-7932 3930-00-594-7015 3830-00-594-5447	
KIT-JOURNAL DR REP BRAKE SHOE-INTNL PARTS KIT-HYD BRK SEAL-PLN ENCSD HOSE-HYD HOSE ASSY PACKING-PREFMD RING-BUP PACKING-PREFMD RING-WPR PACKING-PREFMD RING-WPR PACKING-PREFMD RING-WPR PACKING-PREFMD RING-WPR PACKING-PREFMD RING-WPR PACKING-PREFMD	

PART IV. GENERAL CRITIQUE OF APL

GTHS: Extensive support provided by virtue of numerous	accessory APL's. Hydraulic System Group 1s part1-	cularly comprehensive.	ESSES: Electrical System Group is extremely limited in the
PL STRENGTHS:			PL WEAKNESSES:
(1) A			(2) A

range of items projected in support of the equipment.

TABLE III

ANALYSIS OF ALLOWANCE PARTS LIST 950002250 (REFER TO APPENDIX B FOR ACTUAL REPAIR PARTS DEMAND DATA)

	PER EQUIPMENT: 511	r apr's	FOTAL APL NON APL ALLOWED ALLOWED LINE ITEMS LINE ITEMS DEMANDED	1/ 05 2 0 1/ 25 0 1/ 17 6/ 30 0 0 1/ 09 1 1/ 09	12/ 09 19
13-95696, 13-95697, 13-95698	AVG OP HOURS PI	DATA AND ACCESSORY	SUBSTITUTE TOT APL ALLOWED AI LINE ITEMS LIN DEMANDED DEI	000000000000000000000000000000000000000	9 12
13-95695, 13-95696, 13	4	TON BETWEEN USAGE	APL ALLOWED LINE ITEMS DEMANDED/%	1/ 05 0 1/ 25 0 1/ 05 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2/ 05
	TOTAL NUMBER EQUIPMENTS: 4	IE ITEM CORRELATION	SYS NAME; APL ALLOWED LINE ITEMS	ENGINE; 22 CLUTCH; 7 FUEL; 4 EXHAUST; 2 COOLING; 6 ELECT; 20 TRANSM; 7 PROP SHFT; 1 FRT AXL; 9 REAR AXL; 9 REAR AXL; 9 REAR AXL; 9 REAR AXL; 5 HOIST; 11 STEFRING; 7 HOIST; 5 HVDRAUL; 11 GAGE; 4	TOTALS; 128
EQUIPMENTS INVOLVED:	TOTAL NUMBER	PART I. LINE	ACCESS APL NR	950011740 950052250 950061740 950071740 950082250 950102250 950192250 950191740 950191740 950191740 950312250	

## TABLE III (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QTY	25.72
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG; BASED ON 1200 OP HOUR YR (RATIO=2.35) 7 BASED ON 2000 OP HOUR YR (RATIO=3.91) 7

# PART III. ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN OTY DEMANDED AND APT, OTY

DEMANDED AND AFL WIL	QTY DEMANDED	0	0	0	0	0	0	0	0	0	0	0	0	1.5	0	0	0	.25	3.25	0	0
TA NEEDWIED CEN	APL QTY	2	7	4	2	$\uparrow$	4	2	$\uparrow$	12	12	へ	2	04	4	54	2	12	24	2.	<b>†</b>
IG SIGNIFICANI DIFFERENCES BEIWEEN GII	PART NR OR STOCK NR	3120-00-927-0118	2805-00-718-3957	2805-00-084-3699	5-00-843-010	-691	00-906-220	00-927-561	ĭ	00-525-008	00-752-0	5-00-9	6-00-0	0-00-085-60	8-4	-00-C	2910-00-960-0472	10-00-652-444	20-00-540-5	77-00-730-758	5977-00-337-8112
TANT TIT: TIEMS HAVING	NOMEN	BEARING UNIT-R MN	VALVE-PPT ENG	SPRING-VL	VALVE	PUSH ROD	ROCKER ARM	ROD-CONN	BEARING UNIT-MN	BEARING UNIT-CONROD	SEAL-INL	ROTOR-EXH VL	GASKET UNIT-CYL HEAD	ELEMENT-FLTR	LOCK-VL STEM	PLATE-FRICTION DISK	GASKET UNIT-CARB	ELEMENT-FLTR	SPARK PLUG	BRUSH-ELCTC	BRUSH-ELCTC

PART III. (CONTINUED)

QTY DEMANDED  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
APL QTY  APL QTY  44  100  110  190  100
2940-00-580-6283 2940-00-3840-0868 2520-00-342-6859 2520-00-342-6859 2520-00-342-6859 2520-00-012-4757 5330-00-084-6968 3110-00-117-0759 2530-00-084-3259 2530-00-084-3259 2530-00-983-2839 2530-00-983-2839 2530-00-983-2839 2530-00-984-8038 2530-00-983-2839 2530-00-983-2839 2530-00-983-2839 2530-00-984-4799 2610-00-294-4799 2610-00-260-7347 3930-00-925-2802 3930-00-925-2802 3930-00-928-8874 4720-00-859-3754 4720-00-859-3754 4720-00-859-3744
NOMEN  FILTER ELEMENT GASKET-FLTR JOINT-UNIVERSAL SHAFT-AXLE AUTO SEAL-WHL SEAL-WHL SEAL-WHL SEAL-AXL BEARING-RLR THR BUSHING-RLR THR BUSHING-RLR THR BUSHING-RLR THR CAPUT SEAL-PLN ENCED NUT TIRE-PNEUM TUBE-PNEUM TUBE-HYD ROLLER-LOAD RING ELEMENT HOSE-HYD RING ELEMENT

## TABLE III (CONTINUED)

# PART IV. GENERAL CRITQUE OF APL

- Adequate provisioning appears in all accessory APL's. (1) APL STRENGTHS:
- No significant weaknesses noted. However, would recommend the inclusion or a capacitor (condenser) NSN 5910-00-644-6204 or equivalent, in Electrical System Group as this item is frequently replaced during tune-ups. (2) APL WEAKNESSES:

#### TABLE IV

(REFER TO APPENDIX C FOR ACTUAL REPAIR PARTS DEMAND DATA) ANALYSIS OF ALLOWANCE PARTS LIST 950002354

13-40139, 13-40140, 13-40141, 13-40142, 13-40143, 13-40144, 13-40145, 13-40146, 13-40147, 13-40148, 13-40149, 13-40150, 13-40152, 13-40153, 13-40154, 13-40155, 13-40156, 13-40157
13-40142, 13-40148, 13-40155,
13-40141, 13-40147, 13-40154,
13-40140, 13-40146, 13-40153,
13-40139, 13-40145, 13-40152,
EQUIPMENTS INVOLVED:

AVG OP HOURS PER EQUIPMENT: 537.0	DATA AND ACCESSORY APL'S	SUBSTITUTE TOTAL APL NON APL APL ALLOWED ALLOWED ALLOWED ALLOWED LINE ITEMS LINE ITEMS DEMANDED	5 7/ 47 12 2 2/ 29	50	$\begin{pmatrix} 6 & 8/57 & 19\\ 0 & 0 \end{pmatrix}$	$\begin{array}{ccc} 0 & 1/10 \\ 0 & 0 \end{array}$	3/	2 2/ 25	0 0
явтимяны изася пат	BETWEEN USAGE	APL ALLOWED API LINE ITEMS LIN DEMANDED/%	4/27	3/, 38		$\frac{1}{10}$	3/ 43		0
EQUIPMENTS: 18	ITEM CORRELATION	SYS NAME; APL ALLOWED LINE ITEMS	ENGINE: 15 FUEL: ?	COOLING: 8	ELECT; 14 TRANSM; 5	FRT AXL: 10 REAR AXI: 4	BRAKE: 7	WHEEL: 8	HYRDAUL: 20
TOTAL NUMBER EQUIPMENTS:	PART I. LINE	ACCESS APL NR	950012354	950082354	950092354 950102354	950142354	950162354	950172354	940312354

2

HYRDAUL: UNKN OWN: 94

27

27/

17

16/16

100

TOTALS:

TABLE IV (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR IT	NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND ≥ APL ALLOWED QTY
BASED ON ACTUAL OP HOUR AVG;	22	5
BASED ON 1200 OP HOUR YR (RATIO=2.23)	23) 17	10
BASED ON 2000 OP HOUR YR (RATIO=3.72)	72) 15	12

THEMS HAVING STRNIFTCANT DIPPERENCES BEHWEEN OFY DEMANDED AND APT, OFY PARM TIT

GTI DEMANDED AND AFL GTI	QTY DEMANDED	0	2	٦	3.5	7	0	23	0	0	, 1	0	0	14.25		1.25	0	0	0	0	0
NETWEEN	APL QTY	$\mathcal{C}$	0	77	150	7	10	0	$\sim$	<u></u>	30	≈.	4	09	α.	77	15	2	2	2	2
SIGNIFICANT DIFFERENCES BETWEEN WIT DEMANDED AND AFL	PART NR OR STOCK NR	-00	0-00	94-488-00	9-2	0-246-76	0-288-48	00-766-33	00-105-61	00-875-93	-0(	00-587-55	00-507-20	10 - 293 - 52	00-883-79	20-00-960-04	40-00-580-	30-00-298-06	30-00-876-9	5330-00-587-6931	20-00-883-7
PART III. ITEMS HAVING	NOMEN	ROD-CONN	GUIDE-VL INT	VALVE-EXH	ELEMENT-FLTR	SPRING-VI	LOCK-VL STEM	TAPPET ASSY	ROD ASSY-CONN EVEN CYL	PUMP-FUEL	FILTER-FUEL	CA P-FLR	GASKET SET	SPARK PLUG	GAGE-FUEL	ROTOR-DISTR	ELEMENT-FLTR	SEAL, WHL BRG OIL	SEAL-OIL	SEAL-PNN SHAFT	SHAFT-DRIVE

## TABLE IV (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0`	9
APL QTY	2	2	2	2	8	54	84	7	4	9	9	2	2	2	12	0
PART NR OR STOCK NR	3110-00-157-0542	2530-00-056-8241	2530-00-737-2340	5330-00-298-0654	5330-00-375-0747	5330-00-808-0794	5330-00-064-7777	3930-00-073-2144	2530-00-916-2084	5330-00-857-5405	3930-00-805-9976	5330-00-882-0646	5330-00-292-1631	3930-00-733-9731	5330-00-733-9716	62F
NOMEN	BEARING-PIN	SHOE-LINING	REPAIR KIT-CYL	SEAL, WHL BRG OIL	SEAL-STRG ARM BRG	PACK ING-PREFMD	O-RING	SEAL KIT-HYD CYL	SEAL KIT	O-RING	O-RING	O-RING	SEAL-PLN ENCSD	PARTS KIT-SE	PACKING-PREFMD	COMPRESSION UNION

PART IV. GENERAL CRITIQUE OF APL

APL is organizationally logical and the accessory APL's	are quite adequately comprehensive with the Hydraulic	System Group rated as exceptionally comprehensive.
APL STRENGTHS;		
(1)		

No significant weaknesses noted. (2) APL WEAKNESSES:

#### TABLE V

(REFER TO APPENDIX D FOR ACTUAL REPAIR PARTS DEMAND DATA)

EQUIPMENTS INVOLVED: 13-40083, 13-40084, 13-40085, 13-40087, 13-40088, 13,40089, 13,40090, 13,40091, 13-40096

AVG OP HOURS PER EQUIPMENT: 345.0 TOTAL NUMBER EQUIPMENTS: 9

LINE ITEM CORRELATION BETWEEN USAGE DATA AND ACCESSORY APL'S PART I.

NON APL ALLOWED LINE ITEMS DEMANDED	18 25 25	73	
TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	8/80 2/29 0/5/50 0/1/25 1/20	26/ 29	
SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	20002200101	17	
APL ALLOWED LINE ITEMS DEMANDED/%	4/ 40 2/ 29 0 3/ 30 4/ 17 0 1/ 25 1/ 20	15/ 17	
SYS NAME: APL ALLOWED LINE ITEMS	ENGINE; 10 CLUTCH; 4 FUEL; 7 EXHAUST; 1 COOLING; 10 ELECT; 24 TRANSM; 2 REAR AXL; 5 BRAKE; 4 WHEEL; 5 HYDRAUL; 17	TOTALS; 89	
ACCESS APL NR	950012502 950052502 950062502 950072502 950082502 950102502 950152502 950172502		

TABLE V (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND >	3 14 18
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO=3.48) 12  BASED ON 2000 OP HOUR YR (RATIO=5.80) 8

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	ň	ň	0	r-l	0	2	1.5	0	0	0	0	0	0	.75	.25	1.75	0	0
APL QTY	7	7	4	10	ѝ	7	09	4	⇉	⇉	<b>→</b>	<b>→</b>	⇉	30	7	→.	7	7
PART NR OR STOCK NR	-00-030-079	698-266-00-	-00 - 851 - 77	-00 - 851 - 758	-00-081-	-00-847-88	-00-892-62	-00-875-477	-00-902-165	-00-848-848	-00-875-4	-00 - 527 - 753	-00-	-00-652-4	-00-083-853	2920-00-083-8535	10-00-574-2	5910-00-849-1293
NOMEN	GASKET SET	RING SET	GASKET-CYL HEAD	VALVE-EXH	GASKET	SPRING-VI	FILTER-FDPRESS	DISC-FWD DR	BEARING-RLR NDL	CLUTCH-FRIC	DISC-REV DR	GASKET	GASKET-CARB	ELEMENT-FLTR	ROTOR	POINT SET	CONDENSER	CONDENSER

#### TABLE V (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED  1 7 0 0 0 0 0 0 0 2 2 2 3 3 2.25	
APL QTY  4 60 4 2 2 2 8 8 15 15 0 0	
PART NR OR STOCK NR 5977-00-337-8112 2920-00-861-2231 2530-00-14-6837 2530-00-529-4209 3110-00-100-0743 3110-00-100-0743 5330-00-080-0419 4330-00-732-3731 2940-00-755-6584 5330-00-973-8956 2530-00-080-7074 2805-00-015-3875 A81MGW1	
NOMEN BRUSH-ELCTC SPARK PLUG SPARK PLUG SHOE LINING-R CYLINDER KIT-WHL CUP-BRG CONE-TPR RLR SEAL-OIL FILTER-OIL FILTER-OIL CUIDE-ENG POPPET GUIDE-ENG POPPET PIN-FORK GASKET-EXH FINGE	

# PART IV. GENERAL CRITIQUE OF APL

	almost
	in
None of significance	ted support in almost
sign	Very limited
ΟŢ	111
None	Very
STRENGTHS;	WEAKNESSES;
APL	APL
(1)	(2)

Very limited support in almost every system group. Particularly weak are the accessory APL's dealing with engine and electrical systems where there are no pistons and no connecting rods provided for, no camshaft or crankshaft parts support, no oil pump, no ignition coil, no distributor, and no regulator.

#### TABLE VI

ANALYSIS OF ALLOWANCE PARTS LIST 950002544 (REFER TO APPENDIX E FOR ACTUAL REPAIR PARTS DEMAND DATA)

EQUIPMENTS INVOLVED: 13-90786

TOTAL NUMBER EQUIPMENTS:	EQUIPMENTS:	7		AVG OP HOUF	AVG OP HOURS PER EQUIPMENT:	NT: 150.0
PART I. LINE	LINE ITEM CORRELATI	TION	BETWEEN USAGE DATA AND ACCESSORY APL'S	DATA AND ACCES	SSORY APL'S	
ACCESS APL NR	SYS NAME; APL ALLOWED LINE ITEMS	, , , ,	APL ALLOWED LINE ITEMS DEMANDED/%	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	NON APL ALLOWED LINE ITEMS DEMANDED
950152544	REAR AXL:	13	0	00	00	
950172544	WHEEL:	9	o. 0	0 0	0	
950192544	STEERING:	9	0	0	0	
950282544	ELEC MOTOR;	7	0	0	0	
950302544	ELEC EQUIP:	15	0	0	0	
950312544	HYDRAUL; UNKNOWN;	77	0	0	0	13
	TOTALS;	73/	0 /0 0	0	0 /0	ħ

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY II. PART

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QUANTITY	1 1	1 1	
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QUANTITY	BASED ON ACTUAL OF HOUR AVG:	NO	ON 2000 OP HOUR YR

#### TABLE VI (CONTINUED)

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
API QTY  2002  2003  200
PART NR OR STOCK NR 5330-00-690-9069 5330-00-690-9064 5330-00-702-6275 2530-00-702-6275 2530-00-702-6275 2530-00-702-6275 2530-00-702-6275 3020-00-690-9068 3020-00-690-9068 3020-00-690-9068 3020-00-690-9068 3020-00-690-9068 5977-00-587-4883 6105-00-690-9068 5977-00-587-4883 6105-00-627-3719 5977-00-570-986-0716 5920-00-627-3725 5920-00-627-3725 5930-00-625-0335 5930-00-625-0335 5930-00-626-4849 5930-00-986-0738 3930-00-986-0730 3930-00-986-0730
GASKET GASKET GASKET GASKET SHOE-BRK CYLINDER-WNL SEAL-OIL CHAIN-RLR LINK-CONN LINK-CONN LINK-CONN LINK-CONN EINK-CONN EINK-CONN EVSH BRUSH BRUSH BRUSH FUSE-40 AMP FUSE-32 AMP FUSE-32 AMP CONTACT-ELECL CONTACT-ELECL CONTACT-FIP SWITCH-HYD VL PACKING PACKING PACKING O-RING O-RING

## PART III. (CONTINUED)

QTY DEMANDED	000000000
APL QTY	000000000000
PART NR OR STOCK NR	3930-00-986-0731 3930-00-724-1836 4720-00-632-2950 4720-00-632-3166 5330-00-986-0737 4720-00-632-3233 4720-00-632-3235 4720-00-632-3222 3930-00-724-1838 5330-00-104-4727
NOMEN	WIPER WASHER-BUP HOSE ASSY HOSE ASSY PACKING RAM O-RING HOSE ASSY HOSE ASSY RING-WPR PACKING-PREFMD

# PART IV. GENERAL CRITIQUE OF APL

#### TABLE VII

#### TO APPENDIX F FOR ACTUAL REPAIR PARTS DEMAND DATA) ANALYSIS OF ALLOWANCE PARTS LIST 950002549 (REFER

13-58014, 13-58013, 13-58019, 13-58012, 13-58018, 13-58011, 13-58010, 13-58016, 13-58022 13-58009, 13-58015, 13-58021, EQUIPMENTS INVOLVED:

LINE ITEMS DEMANDED NON APL ALLOWED 77 N 2 4 5 23 AVG OP HOURS PER EQUIPMENT: DEMANDED/% LINE ITEMS POTAL APL ITEM CORRELATION BETWEEN USAGE DATA AND ACCESSORY APL'S ALLOWED 25 90 7 0 APL ALLOWED SUBSTITUTE LINE ITEMS DEMANDED 0000 2 0 APL ALLOWED LINE ITEMS DEMANDED/% 13 03 0 14 32 50 ELEC EQUIP;4 ELEC MOTOR; APL ALLOWED TOTAL NUMBER EQUIPMENTS: LINE ITEMS SYS NAME: HYDRAUL: JNKNOWN: FRT AXL: TOTALS: BRAKE: WHEEL: HOIST LINE 950302549 950172549 950282549 950142549 950162549 950232549 i. ACCESS APL NR PART

## TABLE VII (CONTINUED)

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < PART II.

APL ALLOWED QTY	1 2 2	
APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO=1.62)  BASED ON 2000 OP HOUR YR (RATIO=2.71)	

QT)												
DEMANDED AND APL QTY	QTY DEMANDED	0	0	0	0	0	0	0	0	0	5.75	
QTY												
BETWEEN	APL QTY	2	2	~	<b>→</b>	2	16	16	16	10	0	
PART III. ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN	PART NR OR STOCK NR	5330-00-075-0143	2520-00-702-6750	2530-00-646-8067	2530-00-075-0146	3110-00-586-8306	2920-00-725-3461	5977-00-935-6944	5977-00-935-6945	5920-00-043-2644	3930-00-019-1039	
PART III. ITEMS HAVI	NOMEN	SEAL-OIL AXL SHFT	SHAFT-AXL	LINING-BRK	SHOE-LINING	CUP-TPR RLR BRG	SPRING-BRUSH	BRUSH-DR MTR	BRUSH-PUMP MTR	FUSE-HD LGT	CONTRACTOR ASSY-PMP	

GENERAL CRITIQUE OF APL PART IV.

No significant strengths noted. (1) APL STRENGTHS:

## TABLE VII (CONTINUED)

## PART IV. (CONTINUED)

(2) APL WEAKNESSES:

extent of provisioning. Among items which would seem eligible for inclusion would be potentiometers (P/N 4805787 or 48127047 or equivalent) and fluid filter elements (4330-00-717-3619 or 4330-00-717-3620 Most accessory APL's were extremely limited in the or equivalent).

TABLE VIII

(REFER TO APPENDIX G FOR ACTUAL REPAIR PARTS DEMAND DATA)

EQUIPMENTS INVOLVED: 13-12104, 13-12105

MENT: 300.5		NON APL ALLOWED LINE ITEMS DEMANDED	н н	2
AVG OP HOURS PER EQUIPMENT:	SSORY APL'S	TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	1/ 07 0 0 8/ 30 0 0 4/ 33	13/11
AVG OP HOU	DATA AND ACCESSORY APL'S	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	00004000000	7
	ON BETWEEN USAGE	APL ALLOWED LINE ITEMS DEMANDED/%	1/ 07 0 0 4/ 15 0 0 0 3/ 25 0	8/ 07
EQUIPMENTS: 2	TTEM CORRELATION	SYS NAME: APL ALLOWED LINE ITEMS	ENGINE: 14 FUEL: 5 EXHAUST: 3 COOLING: 9 ELECT: 27 TRANSM: 6 FRT AXL: 12 BRAKE: 4 WHEEL: 12 STEERING: 4 HYDRAUL: 20	TOTALS: 116
TOTAL NUMBER EQUIPMENTS:	PART I. LINE	ACCESS APL NR	950012568 950062568 950062568 950082568 950192568 950142568 950142568 950142568	

## TABLE VIII (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

B NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND ≥ APL ALLOWED QTY	4 5 12	
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO=3.99)  BASED ON 2000 OP HOUR YR (RATIO=6.66)  1	

PART III. ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY

1	QTY DEMANDED	0	0	0	.25	0	0	7	0	0	0	0	0	0	0	0	0.	4	0	0	0
	APL QTY	4	2	2	8	2	3	8	<u>~</u>	4	2	2	2	9	2	7 7	2	<b>~</b>	6.	77	2
1	PART NR OR STOCK NR	98-26	-435	05-00-884-462	-27	-761	-00-288-486	20-00-293-521	$\infty$	77-00-337-811	20-00-280-400	105-00-758-534	30-00-558-027	-630		0	5310-00-720-2694	10-00-52	30-00-808-0	5330-00-064-7777	3930-00-587-7043
7	NOMEN	RING SET	GASKET-CVR	VALVE-EXH	ELEMENT-FLTR	SPRING-VL	LOCK-VL STEM	SPARK PLUG	SPRING-BRUSH	BRUSH-ELCTC	FUSE CARTRIDGE	SPRING-BRUSH	SEAL-SHAFT OIL	ELEMTN-FLTR	SHOE-LINING	SEAL-WHL BRG OIL	NUT-WHL FRT	INNER TUBE-PNEUM TIRE	PACKING-PREFMD	O-RING	FILTER ELEMENT

## TABLE VIII (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED	000
APL QTY	0.00
PART NR OR STOCK NR	3930-00-733-9729 3930-00-860-9916 5330-00-733-9716
NOMEN	HOSE ASSY CUP-CMPRS PACKING-PREFMD

PART IV. GENERAL CRITIQUE OF APL

- Range of items in each accessory APL seems quite adequate. (1) APL STRENGTHS:
- (2) APL WEAKNESSES: No significant weaknesses noted.

#### TABLE IX

ANALYSIS OF ALLOWANCE PARTS LIST 950002614 (REFER TO APPENDIX H FOR ACTUAL REPAIR PARTS DEMAND DATA)

TOTAL NUMBER EQUIPMENTS:	EQUIPMENTS: 2	S 12	AVG OF HOU	AVG OF HOURS PER EQUIPMENT:	NT: 451.5
PART I. LINE	ITEM CORRELATION	ON BETWEEN USAGE	DATA AND ACCESSORY APL'S	SSORY APL'S	
ACCESS APL NR	SYS NAME; APL ALLOWED LINE ITEMS	APL ALLOWED LINE ITEMS DEMANDED/%	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	NON APL ALLOWED LINE ITEMS DEMANDED
950012614 950052614 950062614 950082614 950082614 950102614 950172614 950172614	ENGINE; 29 CLUTCH; 0 FUEL; 9 EXHAUST; 1 COOLING; 3 ELECT; 31 TRANSM; 0 FRT AXL; 10 BRAKE; 3 WHEEL; 8 STEERING; 6 HYDRAUL; 13	1/ 03	M000HH00000	4/ 14 0 0 1/ 33 2/ 06 0 0 0	12 S
	TOTALS: 113	2/02	5	90 /2	9

#### TABLE IX (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QTY	1 6
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG;  BASED ON 1200 OP HOUR YR (RATIO=2.66); 6  BASED ON 2000 OP HOUR YR (RATIO=4.43); 1

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEWANDED AND APL QTY PART III.

QTY DEMANDED	0	0	0	ň	0	0	0	0	0	0	0	0	0
APL QTY	ν,	3	3	8	7	<u>~</u>	7	12	7	2	11	$\sim$	$\sim$
PART NR OR STOCK NR	2815-00-874-5364	805-00-922-	-00-0	2940-00-892-6214	2910-00-652-4446	5961-00-276-1718	-00 - 337 -	2920-00-861-2231	30-00-359-1	5330-00-358-9808	5330-00-358-9809	5330-00-358-9807	5330-00-869-9903
NOMEN	LOCK-RET VL SPR	V ALVE-EXH	GA SKET-NUT	FILTER FUPRESS	ELEMENT-FLTR	DI ODE-NEG	BRUSH-ELCTC	SPARK PLUG	GASKET	GASKET	GASKET	GASKET	PACKING PREFWD

#### TABLE IX (CONTINUED)

# PART IV. GENERAL CRITIQUE OF APL

Extensive support provided for both engine and electrical systems groups. APL STRENGTHS: (1)

cal system

(2) APL WEAKNESSES:

kit for water pump all appear under Engine Group vice Cooling System Group and repair kit carburetor appears under Engine Group vice Fuel System Group. APL would water pump, upper radiator hose, radiator, and repair Organizationally APL seems confused. Items such as also benefit by having separate group for gages.

#### TABLE X

ANALYSIS OF ALLOWANCE PARTS LIST 950002627

	28, 35, 41,
	13-580 13-580 13-580
TO AFFENDIX I FOR ACTUAL REFAIR FARTS DEMAND DATA)	13-58027, 13-58028, 13-58034, 13-58035, 13-58040, 13-58041,
DE M	7,76
PARTS	3-58020 3-5803 3-5803
FAIR	ר ,ל! ר ,נו ר , נו
AL KE	- 5803 - 5803 - 5803
ACTO	13 13 13
FOR	58024 58030 58037
TY	13-61
O APPEND	13-58023, 13-58024, 13-58025, 13-58026, 13-58029, 13-58030, 13-58031, 13-58032, 13-58036, 13-58038, 13-58038, 13-58042
(KEFEK	INVOLVED
	EQUIPMENTS INVOLVED
	闰

AVG OP HOURS PER EQUIPMENT:	N BETWEEN USAGE DATA AND ACCESSORY APL'S
P HOURS	ACCESSC
NG 0]	AND
<b>₫</b>	DATA
	USAGE
	BETWEEN
19	LATION
ÆNTS;	EM CORRELATION
EQUIP	ITEM
NUMBER E	LINE
$\overline{}$	H
TOTAL	PART

4.709

NON APL ALLOWED LINE ITEMS DEMANDED	17 20 20 2 4 1	73
TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	8/ 47 3/ 38 2/100 6/ 60 17/ 65 0 2/ 20 1/ 17 1/ 17	41/35
SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	72067 0001 010	27
APL ALLOWED LINE ITEMS DEMANDED/%	5/29 2/25 2/100 4/40 8/31 0 1/25 0 1/10	24/20
SYS NAME; APL ALLOWED LINE ITEMS	ENGINE: 17 FUEL: 8 EXHAUST: 2 COOLING: 10 ELECT: 26 TRANSM: 9 FRT AXL: 4 BRAKE: 3 WHEEL: 10 STEERING: 6 HYDRAUL: 23	TOTALS: 118
ACCESS APL NR	950012627 950062627 950082627 950082627 950102627 950142627 950172627 950172627	

TABLE X (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND >	15 24
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG;  BASED ON 1200 OP HOUR YR (RATIO=1.98) 26  BASED ON 2000 OP HOUR YR (RATIO=3.29) 17

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	.25	٦	3.5	2	0	0	.25	.25	.25	0	17	0	0	J	0	0	0
APL QTY	オオ	10	09	ν,	10	~	<b>†</b>	$\sim$	30	<b>→</b>	09	<u>~</u> .	$\uparrow$	7	15	2	15
PART NR OR STOCK NR	-00-030-07	-00-884-46	-00-529-27	-00-246-76	-00-288-48	-00-226-19	-00-889-65	-00 - 875 - 93	-00-505-52	-00-507-2	-00 - 293 - 5	-00-	5920-00-280-4007	-00-226-	40-00-58	2530-00-976-3331	2530-00-050-0146
NOMEN	GASKET SET GASKET-CVR	VALVE-EXH	ELEMENT-FLTR	SPRING-V	LOCK-VL STEM	BEARING-SLV	RING SET-PSTN	PUMP-FUEL	FILTER-FUEL	GASKET SET	SPARK PLUG	CAPACITOR	FUSE CARTRIDGE	ROTOR	ELEMENT-FLTR	SHOE ASSY-BRAKE	CARTRIDGE KIT

#### TABLE X (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED	0 0 0 2 2.25	
APL QTY	000000	
PART NR OR STOCK NR	5330-00-064-7777 3930-00-073-2148 3930-00-860-9916 5330-00-733-9716 2805-00-015-3875 3110-00-144-8589	
NOMEN	O-RING FILTER ELEMNT CUP-CMPRS PACKING-PREFMD GUIDE-ENG POPPET BEARING-BALL	

# PART IV. GENERAL CRITIQUE OF APL

- Generally, each accessory APL appears to be adequately comprehensive, especially the Electrical System Group. (1) APL STRENGTHS:
- APL WEAKNESSES; None specifically noted, but the author would recommend a separate accessory APL for gages. (3)

#### TABLE XI

(REFER TO APPENDIX J FOR ACTUAL REPAIR PARTS DEMAND DATA)

13-14374,	79, 13-14380, 13-14381, 35, 13-14386, 13-14387, 31, 13-14392, 13-14393,	
13-1437	13-14379, 13-14385, 13-14391,	
13-14372,	13-14384, 13-14384, 13-14390,	•
13-14371,	13-14383, 13-14389, 13-14389,	
13-14370,	13-14382, 13-14388, 13-14608	) (
INVOLVED		
EQUIPMENTS INVOLVED		

AVG OP HOURS PER EQUIPMENT: 454.2 LINE ITEM CORRELATION BETWEEN USAGE DATA AND ACCESSORY APL'S TOTAL NUMBER EQUIPMENTS: 25 PART I.

NON APL ALLOWED LINE ITEMS DEMANDED	13 10 22 1 11 11 21	29
TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	11/65 4/50 2/100 5/71 10/63 1/11 0 1/25 2/17 0 0 0 2/40	38/ 29
SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	N0000000000	25
APL ALLOWED LINE ITEMS DEMANDED/%	2/ 41 2/ 25 3/ 43 3/ 43 0 44 0 1/ 11 0 0 0 0 1/ 25 0 0	24/ 18
SYS NAME: APL ALLOWED LINE ITEMS	ENGINE; 17 FUEL; 8 EXHAUST; 2 COOLING; 7 ELECT; 16 TRANSM: 11 FRT AXL; 9 REAR	TOTALS: 131
ACCESS APL NR	950012633 950062633 950062633 950082633 950082633 950102633 950162633 950172633 950172633 95032622	

TABLE XI (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QUANTITY	6 11 22
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QUANTITY	BASED ON ACTUAL OP HOUR AVG;  BASED ON 1200 OP HOUR YR (RATIO=2.66) 27  BASED ON 2000 OP HOUR YR (RATIO=4.43) 16

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	٤. ٥	0	2.25	~	4	0	.25	·	.75	0	0	21.75	0	0	2.5	0	0
APL QTY	wn	9	9	350	12	5¢	~	<b></b>	20	20	у.	140	2	2	∞	2	2
PART NR OR STOCK NR	2805-00-071-54495330-00-663-4356	-851-	-4884-	2940-00-529-2738	-942-	-288-	-105-	-875 -	-505-		-502-	-293-	0 - 073 - 21	6685-00-769-7303	11	2920-00-064-7750	30-00-073-21
NOMEN	ROD-CONN GASKET-CVR	VALVE-INT	VALVE-EXH	ELEMENT-FLTR	SPRING-VL	LOCK-VL STEM	ROD ASSY-EVEN CYL	PUMP-FUEL	FILTER-FUEL	WASHER-NMTLC	GASKET SET	SPARK PLUG	GENERATOR	SENDING UNIT-TEMP	BRUSH-ELCTC	SWITCH	SWITCH-NEUT

#### TABLE XI (CONTINUED)

## PART III. (CONTINUED)

QTY DEMANDED	00	00	0	0	0 0	<b>o</b> c	0	0		1.25	0	0	0	0	0	0	0	0	0	0	0	0	0	0 (	<b>)</b>	<b>O</b> C	)
APL QTY	50	N N	1 (2)	3		J 0	ì w	7	<u></u>	4	2	2	$\sim$	<b>~</b> `	9	$\sim$	2	2	<u></u>	2	2	$\sim$	2	∞ -	<b>⇒</b> -	<b>⇒</b> (1	`
PART NR OR STOCK NR	110-00-516-549	-00-587-	110-00-765-121	110-00-293-916	110-00-554-331	940-00-580-630	110-00-100-052	330-00-733-299	530-00-915-242	330-00-876-278	520-00-587-632	530-00-914-257	110-00-554-603	110-00-100-316	110-00-157-054	110-00-117-075	530-00-359-152	530-00-359-152	315-00-375-073	530-00-883-770	530-00-883-770	110-00-736-110	530-00-383-988	530-00-976-333	530-00-737-234	330-00-298-065 310-00-298-065	T7-06T-00-0TT
NOMEN	BEARING-B ANN CUP-BRG	CONE-BRG	CONE-BRG		BEARING-MN DR	ELEMENT-FLTR SFAT KTT-TRANS	BEARING-B ANN	SEAL PINION SHAFT	SHAFT-PNN	SEAL-PLN ENCSD	SEAL-OIL	CASE-GEAR KIT	BEARING-B	BEARING-B ANN	BEARING-PIN	BEARING	END ASSY-STEERING R	ING	PIN-STRG KNUCKLE	KNUCKLE-RH	KNUCKLE-LH	BEARING-NDL	CYL-KIT, MASTER BRK	SHOE ASSY-BRAKE	REPAIR KIT-CYL	SEAL, WHEEL BRG OIL	CONE-DRG

#### TABLE XI (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED	omooooooooooooooo
APL QTY	м м м м м м м м м м м м м м
PART NR OR STOCK NR	3110-00-198-2170 2630-00-294-8974 3110-00-100-03553 3110-00-100-0356 3110-00-100-0556 3110-00-100-0556 3110-00-100-0566 3110-00-100-0566 3110-00-100-0566 3930-00-073-2144 2530-00-227-4058 3930-00-073-2144 5330-00-088-0794 5330-00-226-1948 3930-00-758-8655 2530-00-786-8095 5330-00-226-1948 3930-00-881-8923 4720-00-881-8923 4720-00-881-8931 4720-00-881-8931 4720-00-881-8931 4720-00-881-8931 4720-00-881-8931 3930-00-933-3765 3930-00-933-3764 3930-00-933-3764
NOMEN	CUP-BRG TIRE-SD RUBBER CONE CUP-BRG CUP-BRG CUP-BRG CONE HOSE CONE P BRG SEAL KIT HYD CYL CARTRIDGE KIT ROLLER ROLLER PACKING-PREFMD O-RING HOSE RING-WPR RING-WPR RING-WPR RING-WPR RING-WPR RING-WPR RING-WPR PACKING-PREFMD HOSE-HYD

### TABLE XI (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED  0 0 0 0 0 0 0 0 0 0 0 2 2 2 2 4.5
APL QTY 22 44 26 27 24 29 20 20 20 20 20 20 20 20 20 20 20 20 20
5330-00-226-1952 3930-00-933-3763 5330-00-933-3763 5330-00-292-1631 2590-00-714-8435 3930-00-733-9731 3930-00-860-9916 3930-00-860-9916 5330-00-733-9716 6680-00-857-4042 6680-00-857-4042 6680-00-857-4042 6625-00-865-3396 2805-00-353-8682 5310-00-353-8682
NOWEN PACKING SET-CYL PACKING SET-LIFT SEAL PLN ENCSD PUMP-HYD PARTS KIT-SE CUP-CMPRS PACKING SET-CYL RING SET CARTRIDGE KIT PACKING-PREFMD METER-HOUR GAGE-FUEL AMWETER ROTATOR-V EXH CONN ROD-SLV NUT-SELF-LOCK PIN-FORK

# PART IV, GENERAL CRITIQUE OF APL

Extensive support shown in Hydraulic System Group	and in Transmission Group, and generally throughout	all the accessory APL's.
APL STRENGTHS:		
(1)		

No storage battery requirement projected, nor does APL provide support for safety devices such as headlights, tail lights, and horn. (2) APL WEAKNESSES:

TABLE XII

(REFER TO APPENDIX K FOR ACTUAL REPAIR PARTS DEMAND DATA)

EQUIPMENTS INVOLVED: 13-11839

	NT: 455.0		NON APL ALLOWED LINE ITEMS DEMANDED	9	3
	AVG OP HOURS PER EQUIPMENT:	SSORY APL'S	TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	0 1/20 0 2/09 0 0 0	3/ 03
	AVG OP HOU	DATA AND ACCESSORY APL'S	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	010080000	3
		ATION BETWEEN USAGE	APL ALLOWED LINE ITEMS DEMANDED/%	0000000000	0 /0
// OTT_/T		ELATI	ED	t t t 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	111
	EQUIPMENTS	ITEM CORREI	SYS NAME: APL ALLOWED LINE ITEMS	ENGINE: FUEL: EXHAUST: COOLING: ELECT: TRANSM: FRT AXL: BRAKE: WHEEL: STEERING: HYDRAUL: GAGE: UNKNOWN:	TOTALS:
EQUITION IN OR ED.	TOTAL NUMBER EQUIPMENTS:	PART I. LINE	ACCESS APL NR	950012627 950062627 950082627 950082627 950102627 950142627 950172627 950132926	

## TABLE XII (CONTINUED)

PROJECTED EFFECT OF INCREASED OF HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUBITEMS) HAVING DEMAND > APL ALLOWED QTY	3
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO=2.64) 3  BASED ON 2000 OP HOUR YR (RATIO=4.40)

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	0	0	0	0	0	٦	0	0	0	0	0	0'	6.5
APL QTY	ᡇ	2	ᡇ	7	ς.	7	2	2	9	2	. 23	9	0
PART NR OR STOCK NR	2940-00-529-2738	8	2805-00-889-6596	5977-00-730-7586	-00-12	0-00-126-35	-00-976-3	5330-00-808-0794	5330-00-064-7777	3930-00-733-9731	3930-00-860-9916	5330-00-733-9716	5977-00-337-8112
NOMEN	ELEMENT-FLTR	LOCK-VL STEM	RING SET-PSTN	BRUSH-ELCTC	CAPACITOR	SPARK PLUG	SHOE ASSY-BRK	PACKING-PREFMD	0-RING	PARTS KIT-SE	CUP-CMPRS	PACKING-PREFMD	BRUSH-ELCTC

## TABLE XII (CONTINUED)

GENERAL CRITIQUE OF APL PART IV.

- Adequate support appears to be present in all accessory APL's. (1) APL STRENGTHS:
- (2) APL WEAKNESSES: No significant weaknesses noted.

### TABLE XIII

(REFER TO APPENDIX L FOR ACTUAL REPAIR PARTS DEMAND DATA)

	NT: 655		NON APL ALLOWED LINE ITEMS DEMANDED	2	2
	AVG OP HOURS PER EQUIPMENT:	SSORY APL'S	TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	1/ 06 0 0 3/ 12 0 0 0 0	ħ0 /ħ
-11917	AVG OP HOU	DATA AND ACCESSORY APL'S	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	0000000000	2
13-11915, 13-11916, 13-11917		ON BETWEEN USAGE	APL ALLOWED LINE ITEMS DEMANDED/%	1/ 06 0 0 1/ 04 0 0 0	2/ 02
	EQUIPMENTS: 3	E ITEM CORRELATION	SYS NAME: APL ALLOWED LINE ITEMS	ENGINE: 17 FUEL: 5 EXHAUST: 2 COOLING: 7 ELECT: 25 TRANSM: 8 FRT AXL: 4 REAR AXL: 1 BRAKE: 0 WHEEL: 10 STEERING: 5 HYDRAUL: 21	TOTALS: 111
EQUIPMENTS INVOLVED:	TOTAL NUMBER EQUIPMENTS:	PART I. LINE	ACCESS APL NR	950012627 950062627 950082627 950082627 950102627 950163126 950163126 950172627 950172627	

TABLE XIII (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOURS YR (RATIO=1.83) 4  BASED ON 2000 OP HOURS YR (RATIO=3.05) 4	NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QTY
ATIO=1.83) 4	BASED ON ACTUAL OF HOUR AVG:	
2000 OP HOURS YR (RATIO=3.05) 4 -	<	
	2000 OP HOURS YR (RA	1 1

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	0	0	0	0	0	0	0	0	0	H	0	0	0	0	0	0	0	0	0
APL QTY	2	2	3	12	2	7	4	9	2	12	<u></u>	2	4	2	2	$\sim$	2	2	~
PART NR OR STOCK NR	0-00-030-079	330-00-6	5-00-884-462	940-00-529-273		15-00-288-4	-00-889-659	-00-505-520	10-00-507-	20-00-293-521	50-00-284-1	5910-00-644-6204	77-00-337-811	20-00-2	20-00-226-194	2940-00-580-6302	2530-00-876-9629	2530-00-737-2340	2530-00-050-0146
NOMEN	GASKET SET	GASKET-CVR	VALVE-EXH	ELEMENT-FLTR	SPRING-VL	LOCK-VL STEM	RING SET-PSTN	FILTER-FUEL	GASKET SET	SPARK PLUG	CAPACITOR	CAPACITOR	BRUSH-ELCTC	FUSE CARTRIDGE	ROTOR	ELEMENT-FLTR	CYLINDER-WHL	REPAIR KIT-CYL	CARTRIDGE KIT

## TABLE XIII (CONTINUED)

PART III. (CONTINUED)

QTY DEMANDED	0000	
APL QTY	0 M N O	
PART NR OR STOCK NR	5330-00-064-7777 3930-00-073-2148 3930-00-860-9916 5330-00-733-9716	
NOMEN	O-RING FILTER ELEMENT CUP-CMPRS PACKING-PREFMD	

PART IV. GENERAL CRITIQUE OF APL

Accessory APL's all seem to possess adequate ranges and depths of items. (1) APL STRENGTHS:

No significant weaknesses noted. (2) APL WEAKNESSES:

### TABLE XIV

(REFER TO APPENDIX M FOR ACTUAL REPAIR PARTS DEMAND DATA)

13-12353, 13-12354, 13-12355, 13-12356, 13-12357, 13-12358, 13-12359, 13-12360, 13-12361, 13-12363, 13-12371, 13-12387 EQUIPMENTS INVOLVED;

AVG OP HOURS PER EQUIPMENT: 431.6 LINE ITEM CORRELATION BETWEEN USAGE DATA AND ACCESSORY APL'S TOTAL NUMBER EQUIPMENTS: 12 PART I.

NON APL ALLOWED LINE ITEMS DEMANDED	€	8	7 7	3	33
TOTAL APL ALLOWED LINE ITEMS DEMANDED/%			1/25 2/13 0 0	0 0	21/12
SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	0 1 0 %	0 0 0	00100	00	17
APL ALLOWED LINE ITEMS DEMANDED/%	1/06		1/25/1	00	2/ 05
AME: LLOWED ITEMS	17	122	1. 125	27	141
SYS NAME: APL ALLOWED LINE ITEMS	ENGINE; CLUTCH; FUEL; EXHAUST;	COOLING: ELECT: TRANSM: FRT AXL:	BRAKE; WHEEL; STEERING; HOTST;	M CI	TOTALS;
ACCESS APL NR	950013379 950052617 950062617 950072617	950083379 950093379 950102617 950142617	950162617 950172617 950193379 950233379	950313379 950333379	

## TABLE XIV (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND > APL ALLOWED QTY	3 9 18
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO=2.78) 12  BASED ON 2000 OP HOUR YR (RATIO=4.63) 3

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	0	0	0	1.5	0	0	0	0	0	2.75	0	1.5	0	18.5	0	1.75	0	0	<b>~</b>
APL QTY	4	7	7	7	7	14	7	4	4	09	~	15	<b>→</b>	90	~	4	4	<u>~</u>	7
PART NR OR STOCK NR	2805-00-071-5449	00-018-55	7-488-00	8-884-00	00-246-761	358-463	0-342-185	2805-00-015-3876	0-105-612	0-892-6	6-444-00-	2940-00-934-7989	-00-507-2	-521	5961-00-866-3358	-LL-CH2-96	5977-00-337-8112	-00-	2920-00-226-1940
NOMEN	ROD-CONN	KIT-VL GND	VALVE-EXH	PISTON PIN ASSY	SPRING-VL	LOCK-VL SPRING	GASKET-VL COVER	ROTATOR-VI	VALVE-INT	FILTER-FDPRESS	PUMP-FUEL	ELEMENT-AIR CLEANER	GASKET SET	SPARK PLUG	DIODE	CAPACITOR-FXD PPR	BRUSH-ELCTC	DIODE	ROTOR

PART III. (CONTINUED)

QTY DEMANDED  0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
APL QTY OBSERVED AND BUSINESS OF STATE
PART NR OR STOCK NR 2520-00-439-9266 2520-00-702-6797 5330-00-815-4043 5310-00-439-8853 5307-00-573-8518 5330-00-573-8518 5330-00-573-8518 5330-00-732-1252 5330-00-881-8923 4720-00-881-8923 4720-00-881-8923 4720-00-881-8923 4720-00-881-8923 4720-00-881-8923 5330-00-805-9976 5330-00-805-9976 5330-00-733-9716 5530-00-714-5265 5530-00-714-5265 5530-00-714-5265 5530-00-714-5265 5530-00-714-5265 5530-00-714-5265
NOMEN DISC-CLU SHAFT-AXLE SEAL-PLN ENCSD BEARING-AXLE NUT-FRT WHL NUT-WHL STUD SEAL-PLN ENCSD STUD-R WHL STUD-R WHL STUD-R WHL STUD-R WHL STUD-R WHL OSEAL-PMP OIL ROLLER BEARING-PREFMD SEAL-PMP OSE ASSY-HYD HOSE-HYD HOSE-HYD HOSE-HYD SEAL-CYL PACKING SET-CYL SEAL-PMP OIL

### TABLE XIV (CONTINUED)

# PART IV. GENERAL CRITIQUE OF APL

eel	
Wh	
the	
in	
ensive coverage in the Whe	
compreh	ion Groups.
Exceptionally	and Transmissi
L STRENGTHS:	
APL (	
(1)	

No significant weaknesses noted although the author was unable to find evidence of provisioning for fuel filters, nor was there provisioning for headlights, taillights, horn and other safety devices. (2) APL WEAKNESSES;

### TABLE XV

TO APPENDIX N FOR ACTUAL REPAIR PARTS DEMAND DATA) ANALYSIS OF ALLOWANCE PARTS LIST 950003514 (REFER

13-12308, 13-12309, 13-12310, 13-12311, 13-12312, 13-15156, 13-13159 EQUIPMENTS INVOLVED:

LINE ITEMS DEMANDED 430.3 ALLOWED NON APL 627 9 AVG OP HOURS PER EQUIPMENT; LINE ITEMS DEMANDED/% TOTAL APL DATA AND ACCESSORY APL'S ALLOWED 17 23 07 20 13/ 00000 APL ALLOWED SUBSTITUTE LINE ITEMS DEMANDED M000000 0001 9 ITEM CORRELATION BETWEEN USAGE APL ALLOWED LINE ITEMS DEMANDED/% 03 10 17 03 9 15 184 APL ALLOWED 10  $\infty$ 9 13 TOTAL NUMBER EQUIPMENTS: LINE ITEMS SYS NAME: REAR AXL: STEERING ; COOLING: FRT AXL: EXHAUST: JNKNOWN ENGINE: TRANSM: HYDRAU; TOTALS; ELECT; BRAKE: MHEEL HOIST FUEL: JAGE: BODY: LINE 950103514 950143514 950153514 950233514 950063514 950073514 950173514 950223514 950013514 950083514 950093514 950193514 . H ACCESS APL NR PART

TABLE XV (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS (INCL SUB ITEMS HAVING DEMAND ≥ APL ALLOWED QUANTITY	1 4
NR OF LINE ITEMS (INCL SUB ITEMS HAVING DEMAND < APL ALLOWED QUANTITY	BASED ON ACTUAL OP HOUR AVG;  BASED ON 1200 OP HOUR YR (RATIO=2.79) 9  BASED ON 2000 OP HOUR YR (RATIO=4.65) 4

ITEMS HAVING SIGNIFICANT DIFFERENCES BETWEEN QTY DEMANDED AND APL QTY PART III.

QTY DEMANDED	00	0	1.75	0	ň	7.25	0	.25	0	7.5	0	0	0	0	0	0	0	0
APL QTY	<b>~</b> ~	١٣١	24	12	12	74	~	<u></u>	<u></u>	7	<u></u>	9	$\sim$	~	4	ν٠.	<b>1</b>	⇉
PART NR OR STOCK NR	330-00-663-4	-00-766-332	10-00-892-621	06-00	090-629-00-01	20-00-293-521	-00-8	-00-644-620	<del>7</del> 0-096-00-	-00-337-811	-00-866-33	9-839	-00-066-2	9-006-00-	-00 - 157 - 05	-00-072-945	5310-00-391-3586	30-00-544-336
NOMEN	GASKET-CUR SPRING-V	TAPPET ASSY	FILTER-FDPRESS	CARTRIDGE	CARTRIDGE-FLTR	SPARK PLUG	DIODE	CAPACITOR	ROTOR-DISTR	BRUSH-ELCTC	DIODE	ELEMENT-FLTR	DISK-VEH	DISC-INR	BEARING-PIN	BOLT-MNT	NUT-FRT WHL	LINK-CONN

### TABLE XV (CONTINUED)

## PART III. (CONTINUED)

QTY DEMANDED	122.75 12.5.75 1.25
APL QTY	5 6 6 6 0 0 0 SUBS) 0
PART NR OR STOCK NR	2530-00-246-2828 5330-00-808-0794 5330-00-064-7777 3930-00-587-7043 3930-00-860-9916 3930-00-886-3162 5330-00-733-9716 5920-00-131-9915 5920-00-280-4007 SFE 7 1/2 36 44 2940-00-852-3743 (AND
NOMEN	ROLLER PACKING-PREFMD O-RING FILTER ELEMENT CUP-CMPRS RING-POSTN PACKING-PREFMD FUSE-CARTRIDGE FUSE-CARTRIDGE CLAMP, HOSE CLAMP, HOSE CLAMP, AIR

# PART IV. GENERAL CRITIQUE OF APL

APL STRENGTHS: Extensive support reflected in most accessory APL's.	ESSES; Regulator, Engine Generator, appears under Cooling System Group but seems more appropriately an item to be included in the Electrical System Group.  Additionally, APL would be improved by allowing for air filters, NSN 2940-00-852-3743, or comparable item, and for the fuses indicated above.
APL STRENGTHS:	APL WEAKNESSES;
(1)	(2)

### TABLE XVI

(REFER TO APPENDIX O FOR ACTUAL REPAIR PARTS DEMAND DATA)

EQUIPMENTS INVOLVED: 13-14307

NT: 850.0		NON APL ALLOWED LINE ITEMS DEMANDED	2	2
AVG OP HOURS PER EQUIPMENT:	ACCESSORY APL'S	TOTAL APL ALLOWED LINE ITEMS DEMANDED/%	1/ 04 0 0 1/ 04 0 0 0 0 0 0	2/ 01
AVG OP HOUI	DATA AND ACCES	SUBSTITUTE APL ALLOWED LINE ITEMS DEMANDED	00001000000000	1
	ON BETWEEN USAGE	APL ALLOWED LINE ITEMS DEMANDED/%	1/ 0 <i>4</i> 00 00 00 00 00	1/01
EQUIPMENTS: 1	TTEM CORRELATION	SYS NAME: APL ALLOWED LINE ITEMS	ENGINE: 25 FUEL: 12 EXHAUST: 2 COOLING: 8 ELECT: 27 TRANSM: 26 PROP SHAFT: 1 FRT AXL: 9 REAR AXL: 9 WHEEL: 13 STEERING: 8 BODY: 0 HOIST: 19 GAGE: 0	TOTALS: 166
TOTAL NUMBER EQUIPMENTS:	PART I. LINE	ACCESS APL NR	950013691 950063691 950083691 950083691 950103691 950143691 950153691 950173691 950193691 95023691 950233693	

TABLE XVI (CONTINUED)

PROJECTED EFFECT OF INCREASED OP HOURS ON APL ALLOWED LINE ITEMS DEMANDED QTY PART II.

NR OF LINE ITEMS ( INCL SUB ITEMS) HAVING DEMAND ≥ APL ALLOWED QTY	1 1 1 1 1 1
NR OF LINE ITEMS (INCL SUB ITEMS) HAVING DEMAND < APL ALLOWED QTY	BASED ON ACTUAL OP HOUR AVG:  BASED ON 1200 OP HOUR YR (RATIO=1,41)  BASED ON 2000 OP HOUR YR (RATIO=2,35)  2

QTY

PL Q	Q																			
DEMANDED AND APL	QTY DEMANDE	, 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,5	0	0	0
QTY																				
BETWEEN	APL QTY	4	9	9	9	α	9	2	2	8	2	12	7	α.	7	(m)	9	2	2	2
HAVING SIGNIFICANT DIFFERENCES	PART NR OR STOCK NR	2940-00-986-0276	3120-00-919-5124	805-00-991-358	00-110-196	5-00-872-6	805-00-872-650	72-651	-651	72-1	120-00-872-651	120-00-872-514	364-00-646-823	920-00-043-2	5977-00-337-8112	-00-8	920-00-293-524	520-00-287-058	330-00-876-95	2520-00-287-0581
PART III, ITEMS HAVIN	NOMEN	FILTER ELEMENT-FDPRESS	BUSHING-CONROD	RING SET-PSTN	PISTON	LOCK-VL SPRING	PISTON-SLV KIT	BEARING HALF-MN	BEARING HALF-MN	BEARING HALF-MN	BEARING HALF-MN	BEARING HALF-ROD	RWG-RETAINING	FUSE-HD LGT	BRUSH-ELCTC	DIODE	SPARK PLUG	RING	GASKET	RING

PART III. (CONTINUED)

QTY DEMANDED	,
APL QTY	これこと れここ れから からこう
PART NR OR STOCK NR	2520-00-930-7888 2520-00-875-4749 2530-00-646-8067 2530-00-371-4138 5310-00-209-1761 2530-00-615-6004 2530-00-615-6004 2530-00-919-9782 5330-00-872-6532 5330-00-724-3509 5330-00-724-3509 5330-00-764-9126 3930-00-764-9126
NOMEN	RING-SE SPIDER-UNIV JOINT LINING-BRK BOOT-BRK EQUALIZE GASKET CUP-WHL CYL SHOE-BRK WASHER-FLT OIL SEAL-R WHL SEAL-OIL AXL SHAFT PACKING-PREFWD PACKING-PREFWD RING SEAL KIT-TILT CYL

PART IV. GENERAL CRITIQUE OF APL

An extremely comprehensive APL in each of its accessory sections, the Engine, Fuel, Electrical,	and Hydraulic sxtensive.
APL STRENGTHS:	
(1)	

(2) APL WEAKNESSES: No weaknesses noted.

At the conclusion of each table are provided some general comments where appropriate regarding strengths and weaknesses of the particular APL being discussed. The comments made are of a general, organizational nature. Use of the statement "No significant weaknesses noted" is not intended to refute the statistical data contained in Parts I through III of the tables as the comments do not concern themselves with the content of the statistical analysis.

There are two situations wherein the author finds his analysis to be less than adequate but, regretfully, unresolvable:

- (1) there are several APL's for equipments which generated so few parts requirements that the comparison is necessarily unrevealing; and
- (2) with regard to the accessory APL's dealing with hydraulic systems, the demand data presents an inadequate picture of hydraulic hose replacements due to the practice at PWC transportation maintenance section of buying hose material and fittings in bulk quantities and of locally manufacturing individual hoses as required. Due to the substantial variance in lengths of hoses fabricated from any given hose size, the author made no attempt to equate this data either by type hose or by quantity to those hydraulic hose assemblies listed in the APL's. Awareness of these two limitations will hopefully enhance the reader's ability to evaluate the data contained in the following tables.

### C. SUMMARY OF DATA PRESENTED

Tables II through XVI and the respective supporting appendices amply attest to the low coorelation which exists between the level of support allowed by the APL's and that which is required in the specific case of NSC Oakland's forklifts. The disparity between the two sets of figures is undeniably substantial. By adding the "Totals" data from Part I of Tables II through XVI it can be seen that the fifteen APL's analyzed in the tables collectively allowed 1,736 line items in varying quantities ranging from 1 or 2 units in most instances to 350 units in the most extreme case. The author recognizes that by totaling the individual APL's he has disregarded the existence of probable redundancy of line items which appear in more than one APL, but he has done so on the basis that the suggested quantities for all the line items appearing in the individual APL's would be cumulative even if for a lesser number of line items. To the 1,736 allowed line items from the fifteen APL's reviewed add the additional quantity of 372 line items allowed by the three APL's covering the ten equipments which, as indicated previously, did not generate any repair part replacement requirements during the year and it is observed that there are 2,108 line items in varying quantities which constitute suggested stocking levels in support of the 130 forklifts involved. Yet of this potentially extensive inventory, only 117 line items allowed were demanded by the

specific prime number identity cited in the respective APL's, only another 245 substitute line items were demanded, for a total of 216 different line items demanded of the 2,108 allowed. These figures represent the totals obtained by summing the "Totals" data of Part I from Tables II through XVI. The reader is reminded that the figure shown as the total of the different line items demanded within each APL is normally less than would be derived by adding the respective total demands for allowed prime number line items demanded and allowed substitute line items demanded due to the occurrence of more than one demand for the same allowed line item; hence, the figure 216 different line items results in an apparent contradiction to the sum which would result from combining the figures 117 and 245. Comparing the 216 different line items demanded with the 2,108 line items allowed, it is seen that barely ten per cent of the APL suggested inventory on a line item basis experienced any stock movement. Moreover, assuming the total number of non APL allowed line items demanded could be determined to be demands for discrete allowed line items, in the best case it can be seen that the 393 demands (total from all fifteen tables) for these items identified by the author as being "Non APL Allowed Line Items Demanded" plus the demands for the 216 allowed line items would result in demands having been experienced by 609 of the 2,108 line items allowed and a consequent movement of only 29

per cent of the suggested stock. In the author's opinion, however, this best possible case is unattainably high in that he is convinced that a majority of the 393 non APL allowed line items demanded are properly identified as not being allowed by the APL's involved. For information, Appendix P indicates that the APL provisioned forklifts collectively generated demands for 386 discrete line items.

Whatever the exact number of distinct line items allowed by the 18 APL's, without some kind of coordinating allowance document similar to a Coordinated Shipboard Allowance List (COSAL), the 18 APL's would still suggest stocking an inventory consisting of a range of items comparable to the number of distinct line items allowed from among all 18 APL's and in a depth comparable to the allowance quantities indicated for each of the 2,108 line items among the individual APL's.

Even as the correlation between the line items demanded and the line items allowed is low, this is only a part of the emerging picture. So, too, is there a preponderance of demand which is less than the APL allowed quantity. Part II of Tables II through XVI depicts this situation on the basis of the actual equipment operating hours. Collectively the 216 APL allowed line items demanded (combined total of identical and substitute item requests) were ordered in quantities less than the APL allowed quantity 84 per cent

of the time (recall, however, that the quantity demanded used in this analysis was the smoothed demanded quantity).

Part III of Tables II through XVI drives this point home convincingly even though the comparison is again made using smoothed quantities demanded because whereas Part II deals only with comparisons involving APL allowed line items having experienced demands, Part III shows all significant differences between APL allowances and quantities demanded (or not demanded) without regard to whether or not the item experienced any demand. A summary of the data contained in Part III of all fifteen tables shows 500 line items for which the demand quantity (smoothed) was significantly different from the APL allowed quantity and in 476 instances the APL allowed quantities were significantly greater than the demanded quantity. A detailed analysis of the composition of these 476 instances of significantly greater allowance quantities would show a redundancy of line items both in terms of identical identifications and also in terms of similar applications.

The author will not delve deeply into this analysis, but suffice it to say that among the most notable items showing significant differences are spark plugs and engine oil filters. Without exception, in all thirteen APL's covering forklifts having internal combustion engines these two items are conspicuous in the size of the difference between the quantity allowed and the quantity demanded. Other items

such as engine overhaul parts and other fluid filters are observed as appearing almost as consistently among the items having significantly greater allowance quantities than the quantities demanded. The significance of the presence of these items among those having allowance quantities substantially greater than demand should be readily apparent: these are the kinds of items that are utilized in the performance of scheduled routine maintenance actions which are in turn conducted at prescribed intervals based on equipment operating hours.

Referring back to Part II of Tables II through XVI to the projected effect of increased operating hours on the quantities of APL line items demanded, a summary of all fifteen such tables indicates the following: that whereas the quantity demanded is less than the APL allowed quantity 84 per cent of the time based on the actual equipment operating hours, the demand would be less than the APL quantity 62.5 per cent of the time were the operation of the equipments increased to an average of 1200 hours per year and the demand would be equal to or greater than the APL quantity 63 per cent of the time were the equipments operated an average of 2000 hours per year. The precision of the extrapolation is doubtful, as indicated earlier, but surely the overall lack of correlation between the APL allowance quantities and the quantities and range of

items demanded by the NSC Oakland forklifts has some significance which cries out for an explanation. The author believes that the explanation lies with the low equipment operating rates which in turn translate into low parts utilization rates. Because the applicable APL's are founded upon the rather vague criteria of a ninety day endurance level, the APL's lack the flexibility to accurately project parts usage rates except in situations where some undefined high level of equipment operations coincides with the ninety day projections. In this age of sophisticated systems analysis, we ought to be able to develop a formula which, by taking into account all the relevant variables such as operating hours in the case of forklifts, will generate reasonably accurate parts usage projections. From these projections allowance parts lists could be prepared which would serve as highly credible inventory planning guides.

### D. OBSERVATIONS CONCERNING MASTER LISTINGS OF PARTS USAGE DATA

Appendix P is a consolidation of all the parts demanded by the 115 forklifts which generated demands and which were specifically provisioned by APL's. Appendix Q is the total annual usage data generated by all of the forklifts on the NSC Oakland MHE allowance. Both appendices indicate degrees of the same phenomenon: PWC's extensive use of certain items which their experience has shown to be interchangeable among the majority of the forklifts supported. The author will not attempt to comment on the technical aspects of this

interchangeability as he is not qualified to do so. Suffice it to say that the PWC transportation maintenance section has ascertained that an acceptable level of interchangeability exists among these particular parts and the parts actually prescribed for use. The advantages reaped from this knowledge are intuitively obvious: less line items required in inventory thus facilitating better inventory control. The author envisions that other activities having similarly diverse populations of forklifts might benefit from the parts commonality data contained in Appendices P and Q. In the brief list to follow are some of the line items exhibiting this commonality of usage. A comparison with the APL's shows that some of the items presently appear in one or more of the APL's, but that additionally the items experience demand from equipments covered by at least three APL's in which the item is not cited by the specific National Stock Number. If the interchangeability is as real as it is apparent, then perhaps more APL's in the future can be prepared reflecting increased standardization of parts among APL's thus giving this data widespread dissemination. Among the parts prominently demonstrating this widespread interchangeability are the following:

Bearing, Ball, Annular
Spark Plug
Regulator, Engine Gen
Capacitor, Fixed, Paper
Filter Element, Fluid
Parts Kit, Eng Water Pump
Contact Set, Dist.
Filter, Fluid, Pressure
Cup, Piston
Thermostat, Flow Control
Relay-Solenoid, Engine

3110-00-144-8589 2920-00-540-7539 2920-00-561-8376 5910-00-644-6204 2910-00-652-4446 2930-00-851-7608 2920-00-876-9117 2940-00-892-6214 2520-00-916-3662 6680-00-960-0479 2920-00-960-0510

### IV. CONCLUSIONS

### A. VALIDITY OF FORKLIFT APL'S AS A PLANNING DOCUMENT

From days gone by when the author lamented the failure of APL's to project adequate ranges and depths of repair parts support, this research effort has led the author to see the other side of the coin. It can be truly said that while the APL's applicable to the 130 forklifts at NSC Oakland do not provide for every requirement which is generated, they do provide quite abundantly in quantities those items which are allowed. Unfortunately this abundance in quantity is scarcely more to be desired than is a situation of shortage. In an era when shrewd financial management of resources is a matter of concern within every component of the Department of Defense, when a watchful Congress and an attentive public are quick to rebuke the military services for wasteful practices and inefficient management, it behooves every manager of military-owned inventories to manage his inventories prudently and to invest his limited funds in those items which can be reasonably expected to satisfy a pattern of recurring demands. An allowance parts list should provide such a manager with an invaluable planning tool by which to determine which items and in what quantities to include in his stocks. Regrettably the allowance parts lists for the forklifts at NSC Oakland would not

be of help to the manager attempting to develop his support of the forklifts based on these documents. In fact, for him to rely on them for this purpose would be disastrous in terms of the funds indefinitely and inextricably invested in these allowance items. The author recognizes the desirability of including items of an "insurance" nature in allowance planning documents and no doubt a number of the non-moving items on the APL's involved in this study were specifically incorporated in the APL's to provide this insurance coverage. Nonetheless, the numbers of line items experiencing no demands and the numbers of items having allowed quantities significantly greater than the quantities actually demanded cannot be explained by mere reference to the inclusion of some insurance items in the APL's, for it is no doubt true that the insurance items contribute at most only insignificantly to this situation. It all boils down to the fact that the APL's were not designed (and perhaps were never intended) to extensively adjust the scope of their coverage to retain their reliability as a planning support document in situations of low operating hours as well as high operating hours. Without the flexibility to be applied to a range of operating situations, however, the APL cannot reasonably be expected to serve as a credible planning document. Perhaps if the variables involved in the formulation of allowance parts lists were more explicitly stated, an activity having such an APL could use it as a starting point for determining its own local stocking policy.

Placing matters in perspective, the author recognizes that no matter how good or bad APL's for forklifts might be, the dollar value of the associated inventory which they represent is an insignificant amount when compared to overall Navy expenditures for inventories in support of its assets. Nonetheless, for the inventory manager at the local activity level, judicious allocation of his limited operating funds in inventory support of his operation is a matter of continuing concern to him. APL's are intended to assist him in this endeavor and, where APL's can be improved in meeting this objective, the author believes that such should be done. It is the author's opinion that APL's for forklifts are an instance where improvement is needed and where the capability exists to collect and analyze the data in achieving this needed improvement.

### B. RECOMMENDATIONS

It is not the author's intention to condemn the basic concept of the APL nor to belittle the efforts of those who have conceived it, developed it, and brought it to the point of refinement at which it serves admirably as a planning document in those particular situations conforming to a certain degree of sustained equipment operations. The author firmly believes that the usefulness of the APL can be immeasurably increased such that the APL can be reasonably applicable to the most diverse operating situations. To

achieve this goal the author recommends the establishment of a comprehensive program designed to capture and evaluate repair parts failure/replacement data in order to ascertain the mean time in equipment operating hours between failures for each item. From this data plus the data relative to the scheduled maintenance actions could coneivably be developed a highly reliable support planning document based on equipment operating hours.

In addition, it is recommended that further studies be done in this area to develop adequate analytical techniques to evaluate the relationship between the variables which impinge upon rates of repair parts usage.

### KEY TO THE APPENDICES

PART NUMBER	-	Part number of item demanded, blank in many instances where National Stock Numbers are used.
NATL STOCK NR	-	National Stock Number of item demanded, blank in many instances where Part Numbers are used.
QTY	-	Quantity of item ordered by indicated transaction.
U/I	-	Unit of issue of the item demanded.
DATE REQD	-	Julian date and serial number identifying the specific order action. The last four digits are non significant when "0000" appears.
ACT	-	Action code signifying that item was issued from PWC shops stores when "I" is used and that item was ordered from commercial and, occasionally, military sources when "O" is used.
USN NR	-	USN registration number of equipment for which demanded item was acquired.
MANU	-	Code identifying the manufacturer of the forklift for which the item was demanded. Codes utilized are as follow:  AC Allis-Chalmers Mfg. Co.  BA Baker Industrial Trucks Div., Otis  Elevator Co.  BC Barrett-Cravens Co.  CL Clark Equipment Co.  HY Hyster Co.  MO Moto-Truc Co.  RA Raymond Corp.  SH Silent Hoist and Crane Co., Inc.  TO Towmotor Corp.

number of the forklift for which the item was demanded. Codes utilized are as follow: A2 F60PS A3 ACE-20-A A4 FE30-24 A 5 ACP-40-PS Bl FJF060 B2 FJD040 B3 FJD060 B5 FSHG-20-48 B6 FTA-030-EE B9 EE Cl 1701754 1756834 C2 C3 C4 1701638 1737498 C5 C6 1751669 1689951 C7 1615159 C8 CY200-S C9 1692664 Dl 1658617 D2 1758274 796178 D3 D4 1697117 D6 1690411 D7 ECL4024 Hl H150C X-TEND-W-HR M2 Rl 900-E4RTN-G E4RTN R2 R4 902-E4RTN FK-15 Sl Tl 501-P-RS T2 462SG4024 T4 W20

- Code identifying the manufacturer's model

CAP

- Indicates forklift rated capacity in thousands (K) of pounds

APL

- Indicates the last four digits (understood to be preceded by the digits 95000) of the allowance parts list, when such exists, which applies to the equipment for which the item was demanded.

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1975 BY NSCO FORKLIFTS PROVISIONED BY APL 550001740

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NUMBER OF LINE ITEMS CEMANCEC 14

### APPENDIX B

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NATE STOCK	FCR ITEM	2510-LL-L00- FCR 17EM	FCR ITEM	2520-LL-L00- FCR ITEM	FCR ITEM	2990-LL FCR 17EP
FART NLMBEF	*** CY 1575 TCTALS FCR ITEM	1950752 2910-LI *** CY 1975 TCIALS FCR ITEM	40\$ *** CY 1575 TGTALS FCR ITEM	480152 2520-L	5401 *** CY 1575 TC1ALS FCR ITEM	6422717 2990-L *** CY 1515 TC1ALS FCR ITEM
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PART NUMBER F4001251 *** CY 1575 TCTALS	FECTI301 *** CY 1575 TCIALS (	\$005C6	*** CY 1575 TCTALS 1	*** CY 1575 TGTALS F	*** CY 1975 TOTALS	*** CY 1975 TOTALS (	693054 *** CY 1575 TC1ALS	*** CY 1575 TCTALS	*** CY 1575 TCTALS	*** CY 1575 TOTALS	

1975 BY NSCO FORKLIFTS PROVISICNED BY APE 950002354

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NATE S 2910-LL FCR ITEM	622C-LL FGR ITEM	2530-LL 2530-LL FCR ITEN	FCR 11EP 2920-LL	FGR 11EP 6140-LL-LCO-	FCR 17EP 6140-LL-LCO-	FCR 11EM 6140-LL-LCO-	FCR 11EM 2530-LL-L00-	FCR ITEM 6220-LL FCR ITEM	FGR 17EM	5520-LL
PART NUMBER 1990752 *** CY 1975 TCTALS	2-340-R12V *** CY 1575 TCTALS	222583 *** CV 1575 TCTALS	*** CY 1575 TCTALS	*** CY 1575 TOTALS	*** CY 1575 TCTALS	*** CY 1575 TCTALS	*** CY 1575 TGTALS	*** CY 1575 TCTALS 4601712 *** CY 1575 TGTALS	62F *** CY 1575 TOTALS FGR ITEM	625016

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QTY U/I DATE RECE ACT LSN NP MANU MOD CAP	635018 5920-11-100-4581	8 EA 5365-2776 C 12-4015¢ CL C6 04K 2354 TOTAL OTY: 8 EA NR DEMANES	1 EA 5365-2741 O 13-40145 CL C6 04K 2354 TOTAL CTY: 1 EA NR DEWANES
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ZEGD-00-015-3875         F         SZ-80-2755         O         13-40085         BA         DAY         ZEGD-TOTAL           ZEGD-00-015-3875         4         EA         5248-2755         0         13-40085         BA         0         2005           ZEGD-00-015-3876         4         EA         5248-2775         C         13-40085         BA         BA         04K         2505           ZEGD-00-030-0822         1         EA         5248-2777         C         13-40085         BA         BA         04K         2505           ZEGD-00-030-0822         1         EA         5248-2777         C         13-40085         BA         BA         04K         2505           ZEGD-00-030-0822         1         EA         5211-272         C         13-40085         BA         BA         04K         2505           ZEGD-00-030-0447         1         EA         5211-275         C         13-40085         BA         BA         04K         2505           ZEGD-00-030-0447         1         TGIAL CIY:         1         EA         5215-0006         1         13-40085         BA         BA         CK         2505           ZEGD-00-030-04027         1         EA </th <th>5 1 5 ** * * * * * * * * * * * * * * * *</th> <th>*</th> <th>* * *</th> <th></th> <th>* *</th>	5 1 5 ** * * * * * * * * * * * * * * * *	*	* * *		* *
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2605-00-015-3875         4         EA         5246-2755         0         13-4006\$         8A           2605-00-015-3875         4         EA         5248-2755         0         13-4006\$         8A           2605-00-015-3875         4         EA         5248-2757         C         13-4006\$         8A           2605-00-015-3876         4         EA         5248-2757         C         13-4006\$         8A           2605-00-030-0622         1         EA         5240-2757         C         12-4006\$         8A           2520-00-030-447         1         EA         5260-0000         1         13-4006\$         8A           16R 11EP         60041121         2805-00-030-0622         1         13-4006\$         8A           2520-00-030-4477         1         EA         5211-2720         C         13-4006\$         BA           16R 11EP         851693         2805-00-001-544\$         1         101AL CTY:         1         EA           2540-00-00-01-544\$         1         1         EA         5211-2720         C         13-4006\$         BA           16R 11EP         4         4         4         4         4         4         4         4 </td <td></td> <td></td> <td></td> <td></td> <td></td>					
Zeo5-00-015-3875         EA         5246-2755         1 174L CTV:           Zeo5-00-015-3876         4 EA         5246-2755         0 12-400E           FCR 11ER         F6011301         2805-00-015-3876         1 12-400E           FCR 11ER         F6011301         2805-00-015-3876         1 12-400E           FCR 11ER         F60014131         2805-00-030-0622         1 1 13-400E           FCR 11ER         F60014131         2805-00-030-0622         1 13-400E           FCR 11ER         F60014131         2805-00-030-0622         1 13-400E           FCR 11ER         F60014131         2805-00-030-0622         1 13-400E           FCR 11ER         5216-00         1 13-400E           FCR 11ER         1 14         5246-00         1 13-400E           FCR 11ER         1 13-400E         1 13-		₹ Ш	ы н В В	4 4 H	EA
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*** CY 1575 TCTAL	CY 1575 TCTALS FCI  134MCBS  CY 1575 TCTALS FOI  CY 1575 TCTALS FCI  ES1654	CY 1575 TCTALS FC	CY 1575 TC7ALS FO E91693 CY 1575 TGTALS FC	F6011301 CY 1575 TCTALS FC F60014121 CY 1575 TCTALS FC	FAMI NOMEEN F4001251 CY 1575 TCTALS F0

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1975 USE NECOT FORKLIFTS PROVISIONE BY APL 950802502

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AFL	DEMANESE	2502 CEMANCS:	2502 2502 2502 CEMANCS:	2502 2502 CEMANLS:	2502 Cemancs:	2502 Gemands:	2502 Cemancs:	2502 CEMANES:	2502 Demancs:	222 2225 7 2022 7 2022 7 2022 7 2022 7 2022	2502 CEMANCS:	2502
CAP	Z Z	O 4K NR	00 44 X X X	00 N X X X	04K NR	04K NR	04K NR	04K NR	04K NR	000 444 5 888 8	0 4 K	04K
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ACT USN NR P	TOTAL GTY:	1 13-40083 TOTAL QTY:	0 13-40084 C 13-40084 TCTAL CTY:	C 13-40064 C 13-40065 TCTAL CTY:	G 13-40084 TOTAL GTY:	1 13-40085 TOTAL QTY:	1 13-40085 TOTAL CTY:	I 13-40085 TOTAL GTY:	C 13-40089 TOTAL QTY:	1 13-40087 1 13-40087 101AL CTY:	C 13-40084 TCTAL CTY:	1 13-40085
U/I DATE PECC	5977-00-337-8112	EA. 5140-0000 2920-00-340-5656	EA 5211-2719 EA 5248-2746 3120-00-353-8662	EA 5211-2718 EA 5248-2743 3020-00-358-2785	EA 5211-2723 2805-00-358-3214	EA 5104-00C0 2920-00-358-6283	EA 5234-00C0 5930-00-358-751C	EA 5097-0000 2530-00-359-0305	EA 5248-2744 2805-00-362-2074	EA 5015-0000 EA 5029-0000 EA 5234-0000	EA 5224-2715 2805-00-383-9015	EA 5063-0000
STOCK NR QTY		2520-00-340-565E 1 R ITEM	0-353-8682 4 0-353-8682 4 F400G211	0-358-2785 0-358-2785 F400H326	28C5-00-358-3214 1 R ITEM F600L4132	0-358-6283 1	1 0-358-7510 1	10-359-0305	10-362-2074 1 F600C205	55330-00-362-2115 55330-00-362-2115 1 1 1 E M	10-383-9015 4 F6001229	1 530-00-388-3648
HEER NATE	TCTALS FCR ITEM	2520-0 TCTALS FCR ITEM	211 3126-00- 211 3126-00- 1012LS FCR 17EP	326 3026-00- 326 3020-00- TCIALS FCR ITEM	4132 28C5-0 TCTALS FCR ITEM	2520-00 TRIALS FCR ITEM	5930-0 TCTALS FCR ITEM	2530-00 TOTALS FOR ITEM	205 2805-00 TGTALS FCR ITEM	55330-0 55330-0 1010LS FCR 17EM	225 2605-00-383 TCIALS FCR ITEM	2530-0
FART NUMB	9** CY 1575	*** CY 1575	F400621 +** CY 1575 TG	F400F32 F400F32 *** CV 1915 TC1	F600L4	*** CY 1575	*** CY 1575	*** CY 1575	F600C20 *** CY 1975 TG	*** CY 1515	F600I	

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ACT USN NR	TOTAL CTY:	G 13-40084 G 13-40085 TGTAL CTY:	C 13-40069 TCTAL CTY:	C 13-40064 TOTAL CTY:	I 13-40085 TGTAL GTY:	C 13-40065 TGTAL CTY:	C 13-40066 TCTAL GTY:	I 13-40056 TOTAL GTY:	I 13-40085 TOTAL GTY:	I 13-40069 I 13-40084 TCTAL CTY:	1 13-40096 101AL CTY:	1 13-46086
DATE RECD	00-388-3545	5211-2722 5248-2749 00-407-4842	EA 5248-2740 2805-00-408-5322	EA 5211-2716 2805-00-408-5324	EA 5260-00C0 6685-00-426-2120	EA 5099-2715 530-00-440-0097	5189-27C8 00-450-9420	EA 5217-00C0 2530-00-495-886C	5097-0000 00-517-1131	5097-0000 5215-0000 5260-0000	EA 5034-0000 EA 5199-0000 2910-00-529-7593	5023-0000
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NATL	FER ITEM	3020-0 3020-0 FCR 11EP	2805-00-408-9 FCR ITEP F163A4	2805-00-408- FCR ITEM F163A	6685-00	2530-00 FCK ITEM	2550-00 FCR ITEM	2530-00 FCR ITEM	3030-00-517 FCR 1TEM	302201-0 302201-0 20201-0 10201-0 FCR ITEM	2910-0 2910-0 FCR ITEM	2526-00-540-
PART NUMBER	*** CY 1975 TCIALS	F4001405 F4001405 *** CY 1575 TC1ALS	F163A4C31E020 *** CY 1975 TCTALS	F163A4031E040 *** CY 1975 TC1ALS	*** CY 1575 TCTALS	3Y12154R) *** CY 1575 TCTALS	104106 *** CY 1575 TC1ALS	*** CY 1975 TCIALS	*** CY 1575 TCTALS	*** CY 1575 TCTALS	*** CY 1575 TCTALS	

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TOTAL CSP NF TOTAL	1 13-40065 TOTAL CTY:	TCTAL CTY:  1 13-40065 TGTAL QTY:	1 13-40085 TOTAL QTY:	13-400 ES 107AL GTY: 13-4C051	TOTAL CTY:	I 13-4005E I 13-4005E TOTAL CTY:	C 13-40085 TOTAL CTY:
EA 5219-0000 EA 5219-0000 EA 5247-0000 EA 526-0000 EA 536-0000	EA 5097-00C0 2530-00-555-1656 EA 5099-2714	2530-00-555-2C65 EA 5023-C0C0 2520-00-561-8376	EA 5104-0000 5977-00-600-6686 EA 5219-0000	EA 5241-00 B05-00-607-773 EA 5093-00	4/20-00-624-3282 EA 5023-00(0 5910-00-644-6204	EA 5007-0000 EA 5034-0000 EA 5245-0000	EA 5211-2721 2805-00-710-6132 EA 5259-2724
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1975 BY NSCO FORKLIFTS PROVISIONE BY APL 550002502

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U/I DATE RECD	2630-00-734-5252	EA 5099-2716 2530-00-761-8541	EA 5234-0000 6685-00-813-2446	EA 5023-0000 EA 5247-00C0 2920-00-844-8731	EA 5248-2751 2805-00-851-7581	EA 5260-00C0	EA 5234-0000 EA 5260-0000	EA 5248-2760 2910-00-875-5235	EA 5023-0000 EA 5234-0000 EA 5356-0000	EA 5248-2750 2805-00-884-4627	EA 5248-2142 20-00-889-6600	EA 5199-0060
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PART NUPEER	*** CY 1575 TOTALS	415MBC1 *** CY 1975 TCTALS	*** CY 1575 TGTALS	*** CY 1575 TCTALS	F6001347 *** CY 1575 TOTALS	*** CY 1975 TCTALS	*** CY 1575 TCTALS	711EN1 *** CY 1575 TCTALS	*** CY 1575 TGTALS	F6001352 *** CY 1975 TCTALS	858045 *** CY 1575 TG1ALS	

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FART NUMBER	*** CY 1575 TC16LS FC	*** CY 1575 TCTALS FC	362 *** CY 1575 TCTALS FC	*** CY 1575 TOTALS FC	F1631115 F1631115 *** CY 1975 TOTALS F0	*** CY 1575 TGTALS FC	*** CY 1575 TCTALS FO	*** CY 1575 TCTALS FC	*** CY 1575 TGTALS FG	

1975 BY NSCA FORKLIFTS PROVISIONE BENEFALE SENDOSSOZ

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NUMBER OF LINE ITEMS CEMANDED 105

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U/I DATE PECC EA 5220-2713 5330-00-986-0725	5220-2714	5363-2713	5220-2715
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NATL STOCK NR 5330-00-586-0729 R ITEP T29-1297	A-18675-8	E704	129-1258
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FART NUMBER NATL T25-1257 5330-0	#-18675-E	E704 *** CY 1575 TCTALS FOR ITEM	125-1258 *** CY 1575 TC1ALS FCR 11EM

ACTUAL REPAIR PARTS CEMANO DATA GENERATEC DURING 1975 BY NSCO FORKLIFTS PRUVISIONED BY APL 550002544

NUMBER OF LINE ITEMS CEMANCEC 4

## APPENDIX F

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DATE RECU 5232-0000 -LL-L00-2489	EA 5094-0000 6220-LL-L00-2496	EA 5109-0000 3930-LL-L00-2165	5038-0000 5197-0000 5219-0000	EA 5175-0000 EA 5205-0000 EA 5304-0000	EA 5089-0000 E4 5232-0000 3930-LL-L00-2545	EA 5094-0000 920-LL-L00-4981	EA 5324-0000 645-LL-LOO-2594
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NR DEMANCS: NR DEMANES: 2614 AFL 06K GTY U/I DATE RECD ACT USN NR MANU MOD CAP B3 1 EA 1 EA e A 1975 BY NSCO FORKLIFTS FROVISIONE GENERATE GEORGE 1975 BY APL 950002614 1 13-18737 TOTAL CTY: TOTAL CIY: 1 EA 5315-00C0 772 6645-11-100-2554 2910-11-100-2285 1950752 6645-LL-L00-2554 NATL STOCK NR \*\*\* CY 1575 TCTALS FCR ITEM \*\*\* CY 1975 TOTALS FCR ITEM PART NUMBER 112

NUMBER OF LINE ITEMS CEMANCEC 13

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ACTUAL REPAIR PARTS CEMANC CATA GENERATEC DURING 1975 BY NSCO FORKLIFTS PROVISICAED BY APL 550002627

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1975 BY NSCO FORKLIFTS PROVISIONE GENERATE GENERALE SEGO 627

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1975 UNE NECO FORKLIFTS PROVISIONED BY APL 550002627

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1975 BY NSCO FORKLIFTS PROVISICASE BY APE SSOOGES

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AGGUAL REPAIR PARTS CENANC CATA GENERATEC CURING 1975 BY NSCO FORKLIFTS PROVISICAED BY APL 550002633

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ACTUAL REPAIR PARTS CEMAND CATA GENERATEC CURING 1975 BY NSCO FERKLIFTS PROVISIONED BY APL 950002623

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1975 BY NSCO FORKLIFTS PROVISIONED BY APL 550002623

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1975 BY NSCO FORKLIFTS PROVISIONED BY APL 550002633

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1975 BY NSCO FORKLIFTS PROVISIONED BY APL SSOOD 2633

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NATE	FCR ITEM	FCR 1TEM	3530-LL FCR 1TEP	FCR 1TEM	FCR 11EM	FCR ITEM	FCR ITEM	FOR ITEM	29330-LL-1000-2 2930-LL-1000-2 2930-LL-1000-2 2930-LL-1000-2 2930-LL-1000-2	FCR ITEM	
PART NUMBER	*** CV 1975 TCTALS	*** CY 1575 TCTALS	P5160 *** CY 1575 TCIALS	10025C *** CY 1575 TCTALS	108754 *** CY 1575 TC1ALS	105160 *** CY 1575 TCTALS	112804 *** CY 1575 TOTALS	120504 *** CY 1575 TG1ALS	## CV 1972	1635863 *** CY 1975 TCTALS	1760264

1975 BY NSCO FORKLIFTS PROVISIONED BY APL 950002633

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PART NUPEER	*** CY 1975 TCTALS	1780412 *** CY 1575 TGTALS	1610136 *** CY 1975 TOTALS	1553666 1953866 1553866 *** CY 1575 TOTALS		*** CY 1575 TOTALS	2-340-R12V 2-340-R12V 2-340-R12V *** CY 1575 T074LS	329METJ *** CY 1575 TCTALS	3420036 *** CY 1575 TGTALS	354 *** CY 1975 TOTALS	360

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NATE STOCK	FCR ITEM	253G-LL-L00-21 FCR ITEM	6220-LL FCR ITEP	FCR ITEM	5520-LL FCR ITEP	6620-LL	FCR ITEM	FCR ITEM	FCR ITEM	FOR ITEM	FCR ITEM
PART NUMBER	CY 1575 TCTALS FCR TTEM	42721 CY 1975 TCTALS F	4801712 ** CY 1975 TGTALS F	460355 ** CY 1575 TCTALS F	63501E 1575 TCTALS	6460235 6620-L	717787 *** CY 1575 TCTALS FCR ITE	740342 1575 TCTALS FCR	E50155 1575 TCTALS	858055 858055 1575 TCTALS	658061 *** CY 1575 TOTALS FCR ITEM
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FART NUMBER NATE STOCK NR 5577-00-337-8112 *** CY 1575 TOTALS FCR 17EM	5530-00-358-7510 *** CY 1575 TCTALS FCR ITEM	2520-00-540-7535 *** CY 1575 TGTALS FCR TTEM	2510-00-652-4446 *** CY 1575 TOTALS FCR 11EP	6685-00-813-2446 *** CY 1575 TCTALS FCR ITEM	2520-00-960-0537 *** CY 1575 TCIALS FCR ITEM

ACTUAL REPAIR PARTS CEMAND DATA GENERATED CURING 1975 BY NSCO FORKLIFTS PROVISIONED BY APL 550002926

NUMBER OF LINE ITEMS CEMANDED 6

NP DEMANES:

1 EA

TOTAL CTY:

2530-11-100-2700

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\*\*\* CY 1575 TCTALS FCR ITEM

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ACTUAL REPAIR PARTS DEMANC DATA GENERATED LURING 1975 BY NSCO FORKLIFTS PROVISIONED BY APL 950002126	ACT USN NR		TOTAL GTY:	1 13-11515	TOTAL GIY:	1 13-11515 CL	TOTAL GIY:	ו 13-11515 כר	TOTAL GTY:	1 13-1151£ CL C5 04K	TOTAL CTY:	1 13-11515 CL C5 04K 3126
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1975 BY	NATL STOCK NR	2940-00-529-2738 2540-00-529-2738 2540-00-529-2738	FCR 1TEM	2520-00-540-7535	CR 17EM	2520-00-561-8376	CR ITEM	2520-00-876-5117	CR ITEM	2520-00-916-3662 2520-00-916-3662	CR ITEM	2530-11-100-2700
	PART NUMBER		*** CY 1575 TCTALS FCR 1TEM		*** CY 1575 TC1ALS FCR 1TEM		*** CY 1975 TCTALS FCR TTER		*** CY 1975 TGIALS FCR TTEM		*** CY 1975 TCIALS FCR ITEM	222583

NUMBER OF LINE ITEMS DEMANGED 6

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CAP	N R	00 56 7 8 8 8	0000 XXXX R	06K 06K NR	06K NR	00 00 00 00 N N	00000 00000 00000 XXXXX R	O 6K	0 6K NR	0 6K	06K
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T USN NR	0 13-12387 TCTAL GTY:	C 13-12367 TOTAL CTY:	1   13-12358 1   13-12351 101AL QTY:	1 13-12363 101AL 01Y:	I 13-12387 TOTAL CTY:	0 13-12387 0 12-12387 TOTAL CTY:	0 13-123871 0 13-123867 0 13-123867 0 12-123867 0 12-123867	C 13-12387 TOTAL GTY:	0 12-12354 TOTAL QTY:	I 13-12353 TOTAL QTY:	0 13-12353
E REC	5175-2710 00-015-4212	5175-2768 5210-2769 00-054-6880	5055-0000 5064-0000 5309-0000 00-060-1621	5056-0000 5175-0000 -00-073-2113	5070-0000 00-080-7322	5210-27106 5210-2710 00-086-7265	5134-2718 5175-2718 5210-276 5237-2714 5350-2703	5175-2707 00-110-5572	5078-2712 60-208-7163	5311-0000 -00-229-2751	5106-2747
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NATL STOCK NR	2540-00-015-4212 FCR 1TEM 1618250	5230-00-054-6880 5230-00-054-6880 FCR 11EP 25K40408	5530-00-060-1637 5530-00-060-1637 5530-00-060-1637 FCR ITEM	251C-00-073-2113 2910-00-073-2113 FCR ITEM	6680-00-080-7322 FCR ITEM	5320-00-086-7369 5320-00-086-7365 FCR ITEM 224285	2550-(0-106-4362 2550-00-106-4362 2550-00-106-4362 2550-00-106-4362 250-00-106-4362	5365-00-110-9572 FCR 1TEP 801407	2530-C0-208-7163 FOR 11EM 896554	2920-00-239-2751 FCR 11EP	2520-00-268-2514
LMBE	161825C CY 1575 TGTALS	25K4040E 25K4040E CY 1575 TCTALS	CY 1575 TOTALS	CY 1575 TC1ALS	CY 1575 TOTALS	224285 224285 CY 1575 TCTALS	255K60200 255K60200 255K60200 255K60200 255K60200 257K60200	E01407 CY 1575 TCTALS	656554 CY 1575 TCTALS	CY 1575 TCTALS	1567566
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ACTUAL REPAIF PARTS DEMANG DATA GENERATED DURING 1975 BY NSCO FORKLIFTS PROVISIONED BY APL 550003375

ACTUAL REPAIR PARTS CEMANO DATA GENERATED CURING 1975 BY NSCO FORKLIFTS PROVISIONEC BY APL 950003375

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USN NR	TOTAL CTY:	I 13-12367 TOTAL QTY:	1 13-12358 TOTAL QTY:	0 13-12361 TOTAL QTY:	I 13-12371 TOTAL QTY:	I 13-12387 TCTAL CTY:	0	I 13-12371 TGTAL QTY:	1 13-12354 TOTAL QTY:	I 13-12371 I 13-12361 TOTAL QTY:	1455 9555 8552 1111 1111 1111
DATE RECD ACT	2920-00-268-2974	EA 5052-0000 2990-00-294-648£	5013-00C0 00-294-8572	5281-2712 00-299-0822	5170-0000 -00-336-1702	5218-0000 -00-358-7910	5134-2716 5174-2716 5237-2716 5350-2704	EA 5119-0000 2940-00-445-C100	5232-00C0 00-477-817£	5119-0000 5191-0000 -00-529-273£	5006-6000 5049-0000 5050-6000
FORKLIFT U/I	2920-	EA 2990-	EA 2630-00	EA 2930-00	EA 2920-	EA 5930-	ЕВА ЕВА 2530-	EA 2940-	EA 2910-00	EA EA 2940-	mmm AAA
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NATE STOCK NR	FGR 11EM 196756	2990-00-294-6488 FCP ITEM	263C-00-254-8572 FCR ITEM	2530-00-299-0823 FCR ITEM 881920	252C-00-336-1702 FCR ITEM	5930-00-358-7910 FCR 11EP	2530-00-439-8710 2530-00-439-8710 2530-00-439-8710 FCR ITEM 85547	2540-00-445-0100 FCR ITEM	2510-00-477-8175 FCR ITEM	2946-00-529-2738 2940-00-529-2738 FCR ITEM	2920-00-540-7539 2920-00-540-7539 2520-00-540-7539
PART NUMBER	*** CY 1575 TOTALS	*** CY 1575 TOTALS	*** CY 1975 TGTALS	E8192C *** CY 1575 TCTALS	*** CY 1575 TCTALS	*** CY 1975 TCTALS	895472 895472 855472 855472 855472 855472 855472	*** CY 1575 TCTALS	*** CY 1975 TCTALS	*** CY 1975 TGTALS	

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1975 BY NE	NATE STOCK NR Q	25959999999999999999999999999999999999	FOR ITEM	2520-00-540-8300 FCR ITEM	622C-00-633-8153	5910-00-644-6204 5910-00-644-6204 5910-00-644-6204 5910-00-644-6204 5510-00-644-6204	FCR ITEM	2910-00-652-4446 FOR ITEM	5310-00-690-9967 FOR ITEM 613750	6240-00-836-2079 FER ITEM	£910-00-849-1293 FCR ITEM	2530-00-851-7608 2530-00-851-7608 FCR ITEP F6T1011	2520-00-853-5677
	FART NUMBER		*** CY 1975 TCTALS	*** CY 1575 TOTALS	*** CY 1575 TOTALS		*** CY 1975 TOTALS	*** CY 1975 TETALS	613750 *** CY 1975 TOTALS	*** CY 1575 TOTALS	*** CY 1975 TCTALS	F6T1011 F6T1011 *** CY 1575 TCT£LS	#12N60C

ACTUAL REPAIF PARTS DEMANC CATA GENERATED DURING 1975 BY NSCO FORKLIFTS PROVISIONEC BY APL 950003379

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ACTUAL REPAIF PARTS DEMANC CATA GENERATEC CURING 1975 BY NSCO FORKLIFTS PROVISIONED BY APL 550002379

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NUMBER OF LINE ITEMS CEMANCED 57

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FART NUMBER	*** CY 1575 TOTALS	*** CY 1575 TOTALS	IALS	1555834 *** CY 1575 TCTALS	*** CY 1975 TCTALS	*** CY 1975 TOTALS	1116281 *** CY 1975 TCTALS	*** CY 1575 TCTALS	*** CY 1575 TCTALS	

ACTUAL REPAIR PARTS DEMANC CATA GENERATEC CURING

1975 BY NSCO FORKLIFTS PROVISIONED BY APL 950002514

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FART NUMBER	*** CY 1575 TCTALS	*** CY 1575 TETALS	*** CY 1575 TCTALS	\$51323 *** CY 1975 TCTALS	*** CY 1975 TCTALS	1555381 *** CY 1575 TCTALS	*** CY 1975 TOTALS	*** CY 1975 TETALS	*** CY 1575 TOTALS	1652644 *** CY 1975 TOTALS	

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FART NUMBER	CY 1575 TCTAL	167575E CY 1975 TCTAL	CY 1575 TC1AL	CY 1575 TOTAL	CY 1575 TCTAL	. CY 1975 TCTAL	CY 1975 TCTAL	1951567 CY 1975 TCTAL	DR13454 AR13454 CV 1575 TCTAL	FACE-06NS FACE-06NS CY 1575 TCTAL	SFE 7 1/2
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*** CY 1575 TOTALS FOR 1TEM SFE 7 1/2 S920-LL-LOO-22677 TOTAL QTV: 15 EA NR DEWANDS: 1  15FE02 2530-LL-LOO-2376 1 EA 5253-00CO 1 13-15159 CL C C 04K 3514  *** CY 1575 TOTALS FOR 1TEM 16-123  *** CY 1575 TOTALS FOR 1TEM 16-123  *** CY 1575 TOTALS FOR 1TEM 174291  *** CY 1575 TOTALS FOR 174291  *** CY 1	*	* * *	* *	:	*	* *	* *
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NUMBER OF LINE ITEMS GEMANGED 37

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## APPENDIX P

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PART NUMBER	P5160	*** CY 1575 TGTALS	CXDS CX 1575 TGTALS	RFLLY *** CY 1575 TCTALS	S-14 *** CY 1575 TOTALS	SFE 14 *** CY 1575 TGTALS	SFE 20 *** CY 1575 TCTALS	SFE 7 1/2 SFE 7 1/2 *** CY 1975 TCIALS	SN4622 *** CY 1575 TGTALS	\$N5666 \$N5666 *** CY 1975 TGTALS	SN7414 *** CY 1975 TCTALS	TM55521 *** CY 1975 TCTALS	718-R5C

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	NATE	FOR ITEM	FCR ITEM	FCR 11EP	. FCR ITEM	FCR ITEM	FGR ITEM	FCR ITEM	<u>.</u>	FCR ITEM	FCR ITEM	FOR ITEM	
	PART NUMBER	*** CY 1975 TCTALS	215502 *** CY 1975 TGTALS	216435R51 216435R51 *** CY 1575 ICTALS	21775 *** CY 1575 TOTALS	21520 *** CY 1575 TCTALS	22R12-> *** CY 1975 TOTALS	22045 *** CY 1975 ICIALS	222583 222583 222583 222583 222583 *** CY 1575 TCTALS	23R-5253-> *** CY 1975 TCTALS	232MAN1 *** CY 1575 TCTALS	2372SCR *** CY 1975 TCTALS	24-26

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	PART NUMBER	*** CY 1575 TCTALS	25K40224 *** CY 1575 TOTALS	25K60212 *** CY 1975 TGTALS	2507 *** CY 1575 TCTALS	2512 *** CY 1575 TCTALS	25272 *** CY 1975 TCTALS	25285 *** CY 1975 TCTALS	2526¢ *** CY 1975 TCTALS	25287 *** CY 1975 TCTALS	2642561 *** CY 1575 TCTALS	26560 26580 *** CY 1975 TCTALS	26581

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PART NUMBER	26581	*** CY 1575 TGTALS	26583	CY 1575 TCTAL	CY 1575 TC	ingininging 	*** CY 1575 TGIALS	27R-8164	*** CY 1575 TCTALS	Z J IMGA I	*** CY 1575 TOTALS	271MJF1	* CY 1975 TGTAL	1 JIMIL 2	*** CY 1575 TGTALS	6,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5,5	C Y 1	366-6056
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     CY 1575 TGTALS FCR 1TEP         26581         1         EA         5305-2733         C         13-02564         TC         T2         04K           26582         CY 1575 TGTALS FCR 1TEP         26583         1         EA         5248-2765         C         13-02672         TC         T2         04K           CY 1575 TGTALS FCR 1TEP         26584C2         2         EA         5248-2765         C         13-02672         TC         T2         04K           CY 1575 TGTALS FCR 1TEP         26584C2         2         EA         5248-2765         C         13-02672         TC         T2         04K           CY 1575 TGTALS FCR 1TEP         26584C2         1         EA         5548-2705         C         13-02672         TC         T0         04K           CY 1575 TGTALS FCR 1TEP         26584C2         1         EA         5548-2000         1         13-02664         TC         T0         04K           CY 1575 TGTALS FCR 1TEP         26584C2         1         EA         55248-2000       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EPANCS:   1   EA   NR   EPAN</th> <th>  C</th>	26561 CY 1575 TGTALS FCR ITEP  26581 CY 1575 TGTALS FCR ITEP  26582 CY 1575 TGTALS FCR ITEP  26583 CY 1575 TGTALS FCR ITEP  26584 CY 1575 TGTALS FCR ITEP  265847 CY 1575 TGTALS FCR ITEP  275847 CY 1575 TGTALS FCR ITEP  277847 CY 15787 CY 1578	CY 1575 TGTALS FCR 1TEF 26581  CY 1575 TGTALS FCR 1TEF 26584  CY 1575 TGTALS FCR 1TEF 26584C  CY 1575 TGTALS FCR 1TEF 278-8164  CY 1575 TGTALS FC	CV   1575   TOTALS FCR   TEP   26581	26583 CV 1575 TGTALS FCR ITEF  26581  1 EA 5309-2733 C 13-02564 TC 12 04K  26583 26584C2 CV 1575 TGTALS FCR ITEF  27746C4 CV 1575 TGTALS FCR ITEF  27747C4 CV 1575 TG	CV   1575   TGTALS   FCR   TTEP   Z6581	CV   1575   TCTALS   FCR   TTEP   26581   EA   5248-2764   CV   13-0564   TC   T2   G/K   CV   TCTAL CTV:   Z EA   NR   CEPARES:   Z E E   S E E   S E E   S E E   S E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E   Z E E  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NUMBER OF LINE ITEMS CEMANCEC 1115

## LIST OF REFERENCES

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- 3. Appropriation Cost and Property Accounting (Field), Navy Comptroller Manual, Vol. 3, NAVSO P-1000, para. 036209.
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